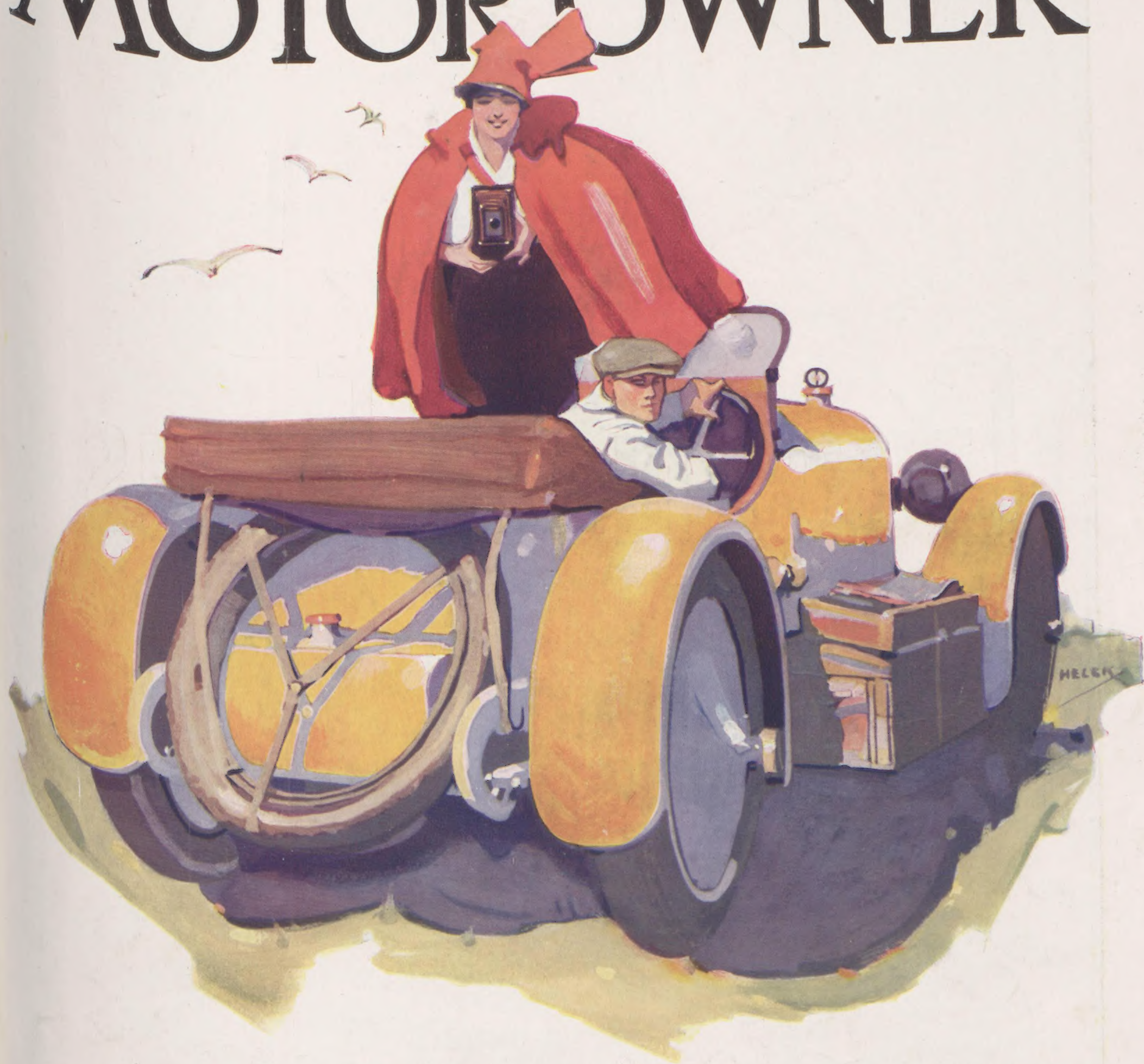


The MOTOR OWNER



SPRING SPORT AND SUNSHINE NUMBER

May
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**BUILT
TO ENDURE**

Goodrich Tyres

**BEST IN
THE LONG RUN**



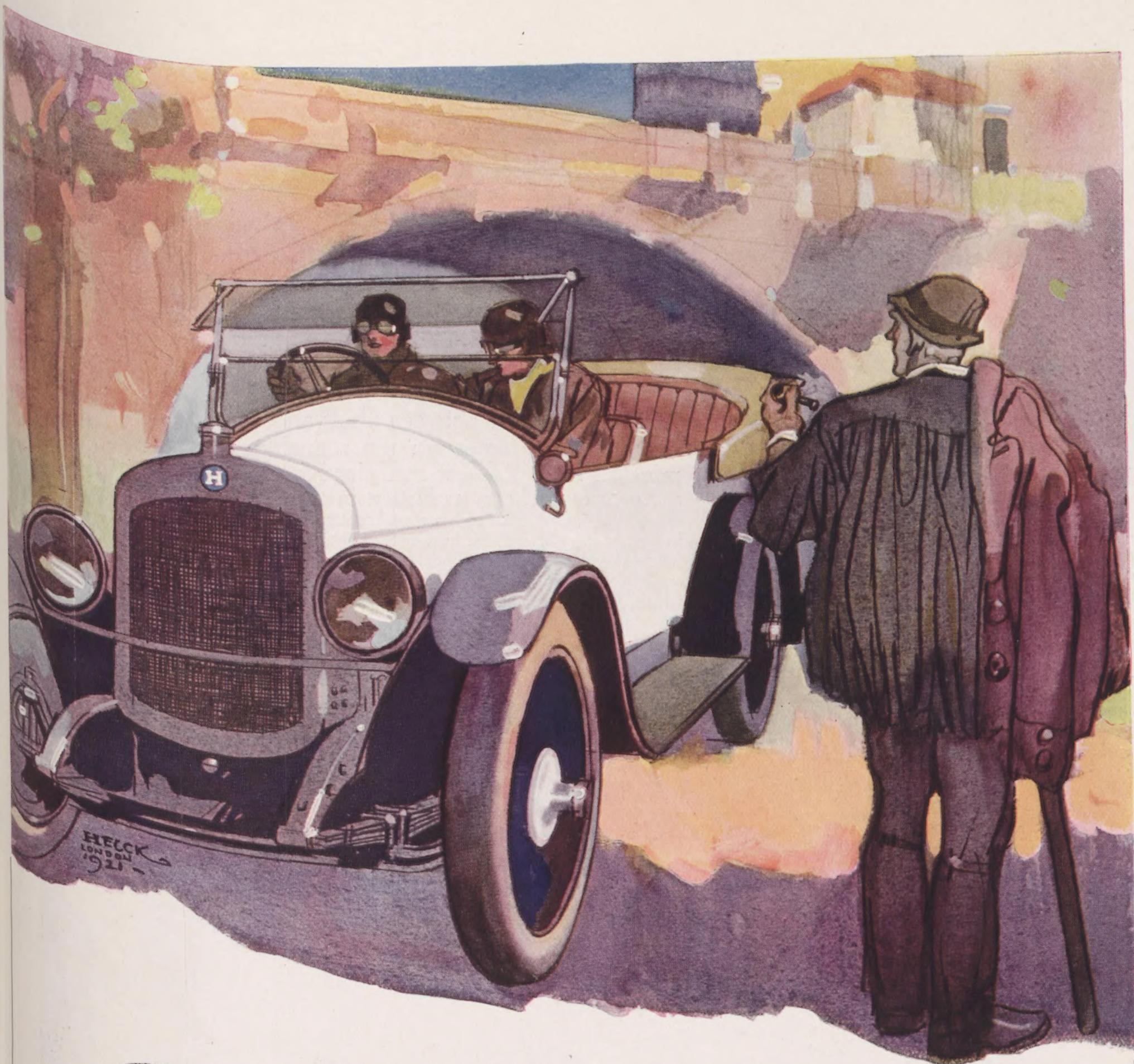
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Whether your choice be governed by the financial aspect of the case or by the desire to possess a pleasure car—which will be a pleasure—you will be well advised to heed the unbiassed expression of opinion reflected by the second-hand market.

It is a severe but infallible test to which we are more than pleased to submit the

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£750 ————— "Value for Money"

THIS IS THE NEW PRICE OF THE 16 h.p. TALBOT-DARRACQ

"WHAT IS THE BEST CAR OF THE YEAR?"

"Daily Dispatch," Nov. 4th, 1920

"After the most exhaustive examination into the relative 'value for money' of the numerous cars exhibited at this year's Olympia Motor Show, in my considered judgment the 1921 model of the 16 h.p. Talbot-Darracq is in every respect the car as representing 'Value for Money.'" . . . W. H. Berry.

The same writer states, in the "Evening Standard," March 4th, 1921.

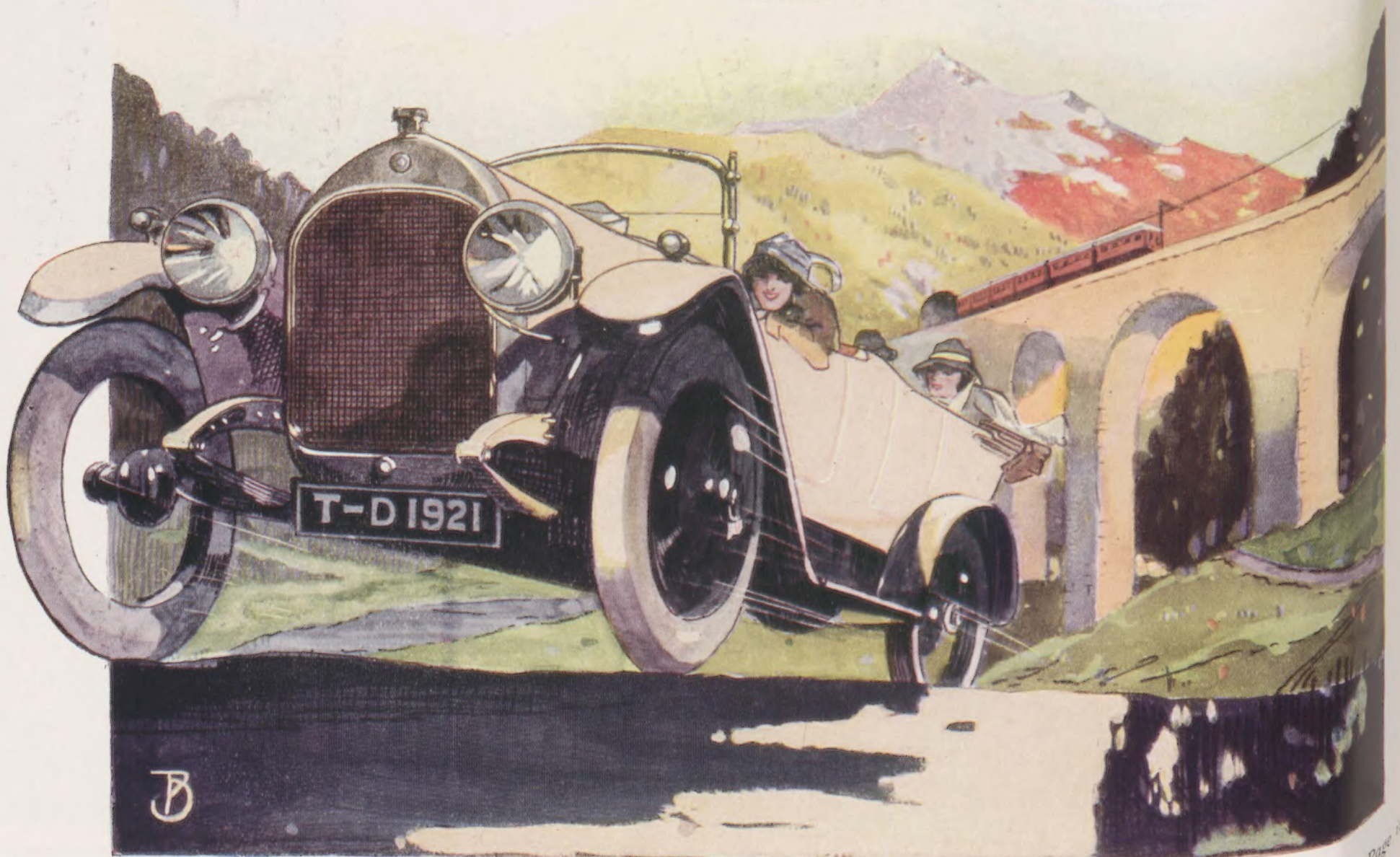
"After nearly 2,000 miles with the Talbot-Darracq on the road, however, I have nothing to take back from my original opinion, that she is the best value in cars in her class in 1921."

DECREASED production costs, owing to intelligent co-operation between the various firms associated with the Darracq Company; the reduction in labour costs in the principal Foundries and Stamping Plant of the combined Companies at Suresnes; a heavy reduction in the cost of raw material, and the whole 1921 output of the 16 h.p. model contracted for by agents, added to which the fact that the cost of production in France have been much heavier than anticipated. All these facts have resulted in a further large series of this model being placed in production, a drop of £100 in price, and the further upholding of the Darracq Company's "value-for-money" policy, which gives its customers the immediate benefit of the improved industrial output.

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Head Office and trial run arranged

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Showrooms: - - - 150 New Bond Street, London, W.1



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COUNTLESS days of steamy, clammy heat—and deadly silence. Such was the Palæozoic Age. An Age through which the luxuriant foliage was steadily absorbing the sun's energy in the form of light and heat. An Age in which ugly reptiles lived.

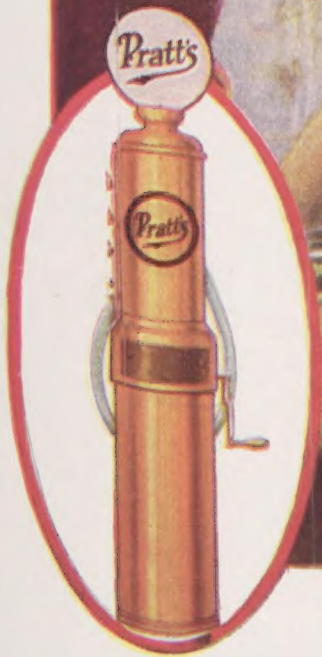
Vast chemical actions have wrought upon the vegetable and animal matter marvellous changes which resulted in the formation of hydro-carbon.

Two hundred million years ago started Nature's great laboratory in which the petroleum we use to-day was produced. Vast geological changes have imprisoned it in the Earth's crust.

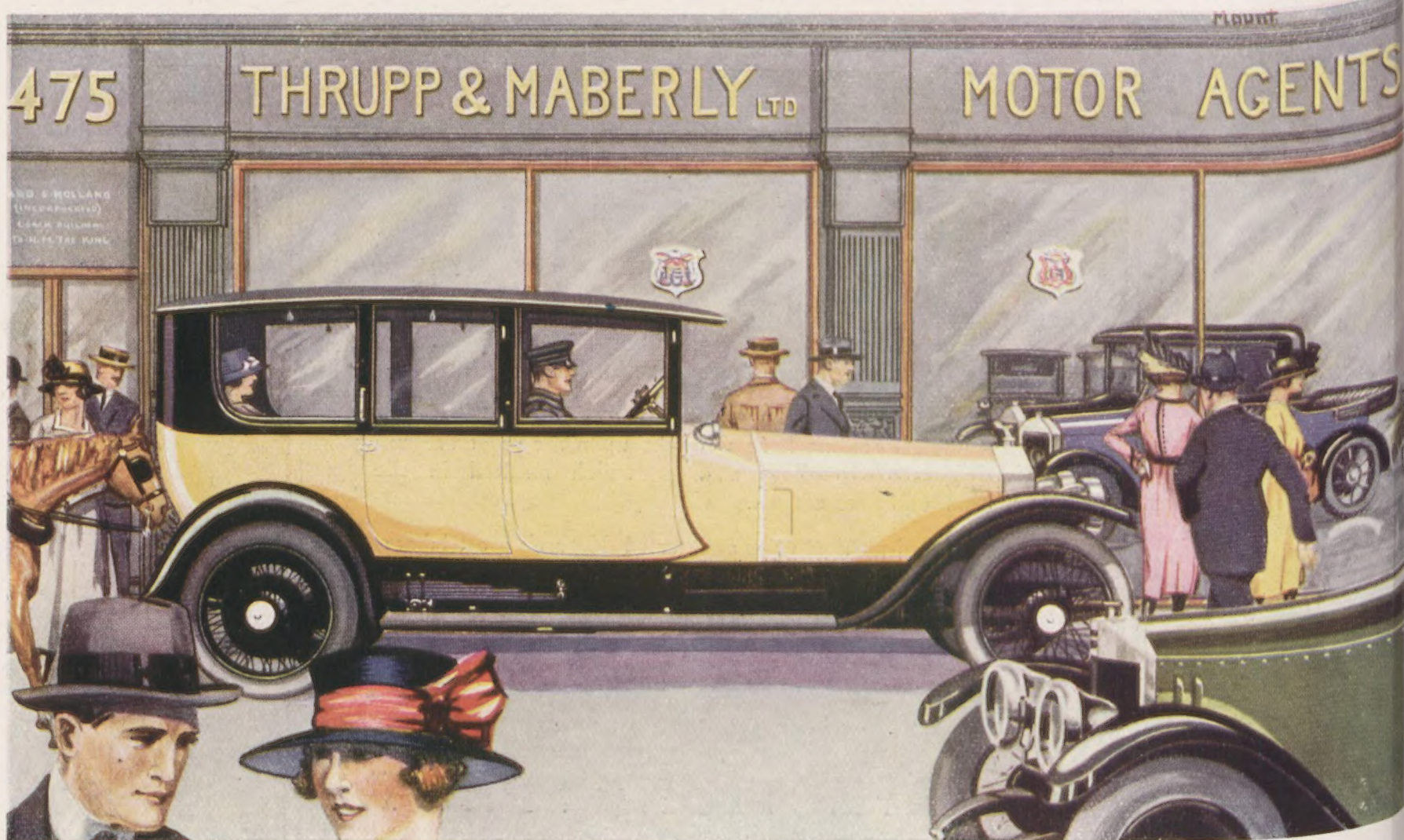
Can you now conceive what romance is contained in

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*From the Golden Pump
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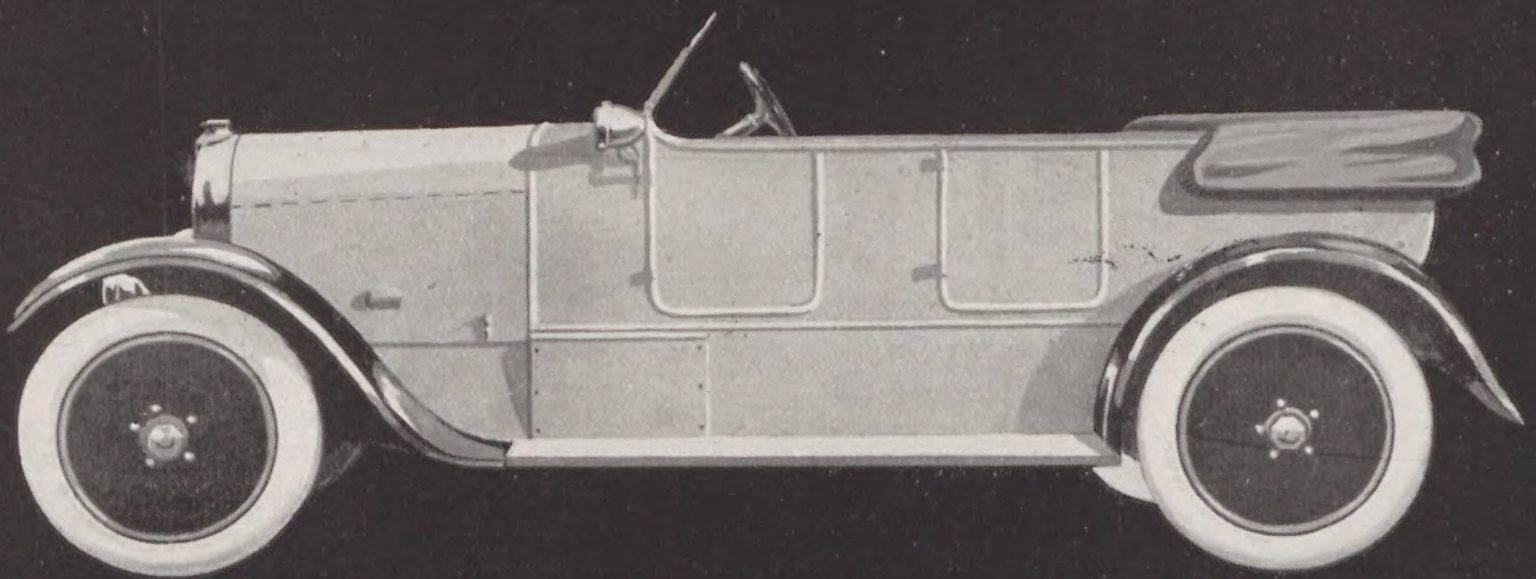
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£442
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SHOWROOMS : 56, CONDUIT ST. LONDON, W.

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GLD Giles was never tired of saying that he has no use for "them noisy, smelly, new-fangled contraptions," but the TWIN SIX PACKARD has added him to its long list of converts at last. The beautiful coach-

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ASK THE MAN WHO OWNS ONE

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Catalogues and all details with pleasure.

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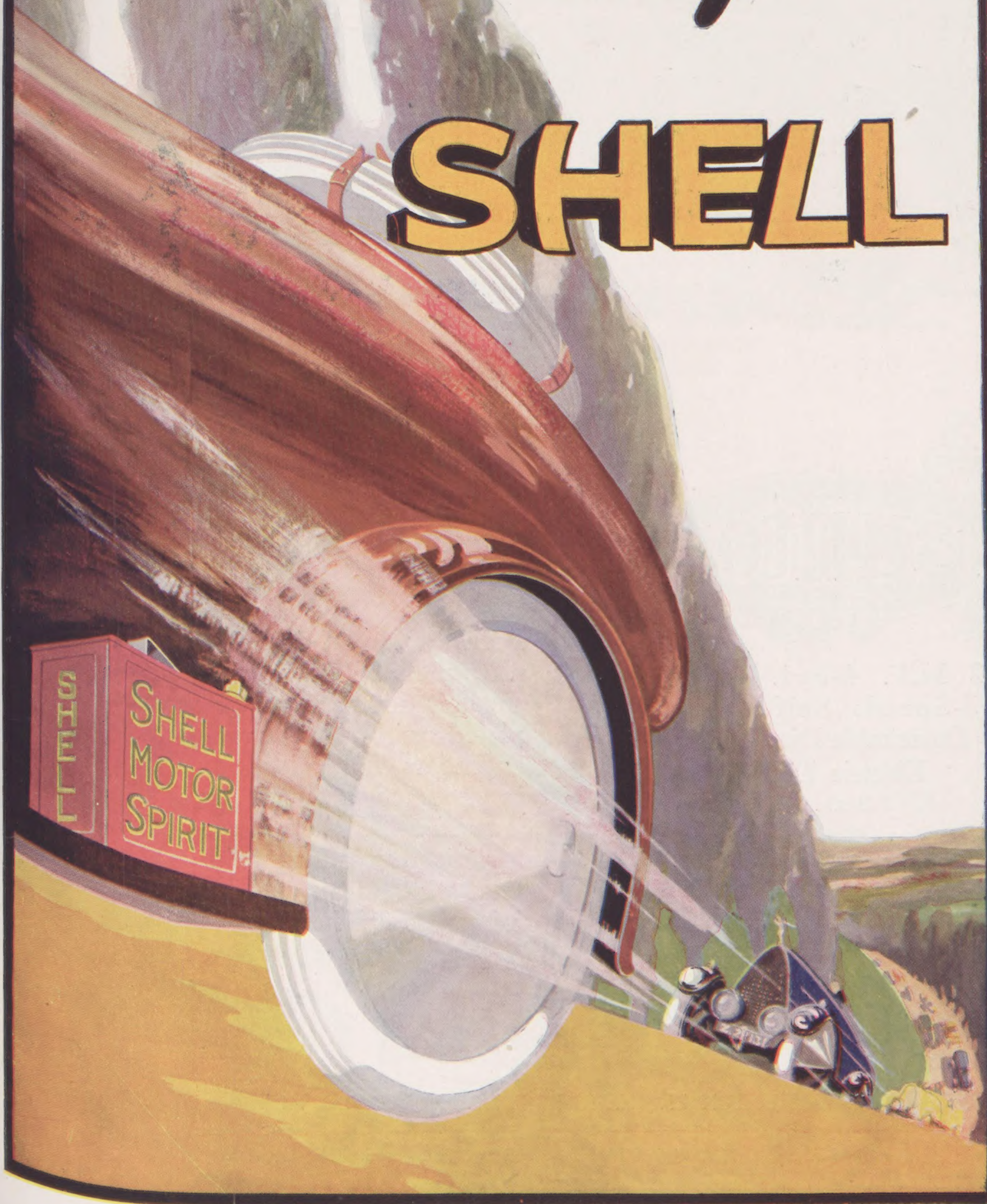
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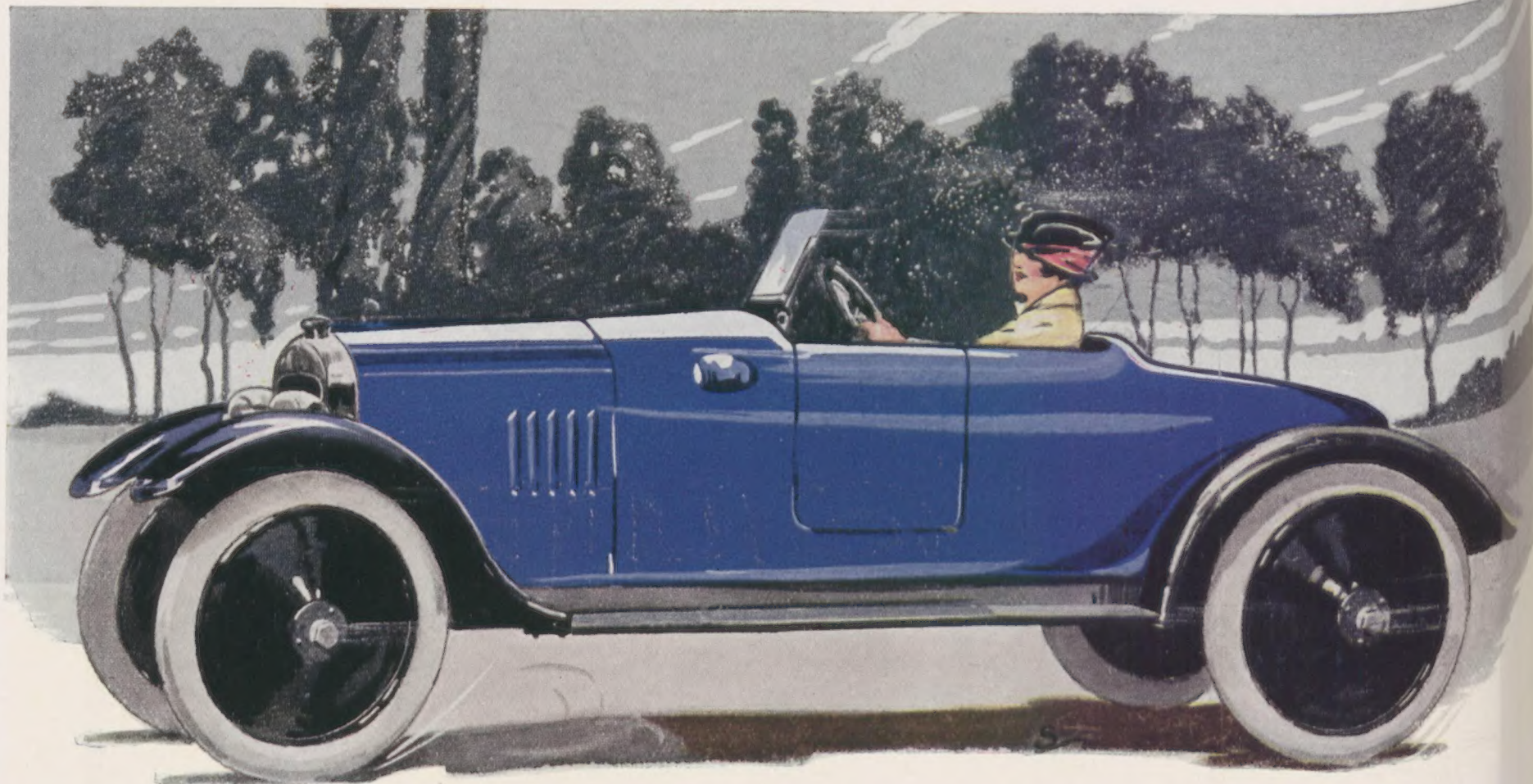
“On top”

SHELL



SHELL-MEX, Ltd., Kingsway, London, W.C.2

The Motor-Owner, May, 1921



12 H.P. 4-cyl. Engine
 3-Speeds Self-starter
 Detachable Disc Wheels
 Electric Lighting
 2-Seated Car
 complete
£550

Also four-seaters and coupés

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Not the result of Mass Production
Our output is limited

Each car is an individual Car, a complete piece of workmanship down to the smallest detail. Every operation is completed with that thoroughness which engenders the pride of good workmen in good work. Superfluous expenditure is eliminated, but no expense is spared in material or workmanship to achieve that finish and finesse which make the owning and driving of a car a real pleasure. To appreciate the comfort, elegance, and finish of the car it must be seen and tried.

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The Modern Pegasus or Winged Steed is the speedy

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The Most Beautiful Car of America

**This wonderful Car holds the following
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For Stock Cars of any piston displacement, the Stock Car
Speed Record of one mile in 35.01 seconds, equal to 102.8
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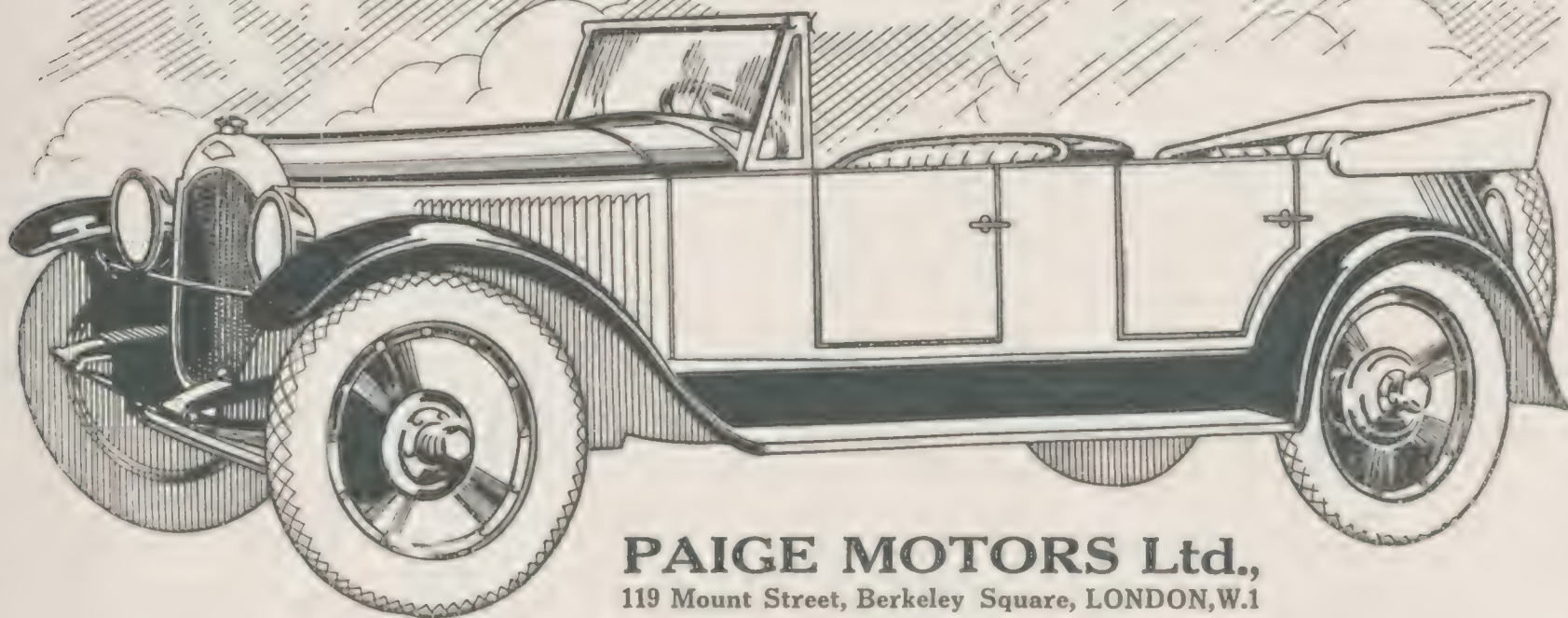
Full details of these records supplied on request.

**The price of the PAIGE-GLENBROOK
20-25 h.p. six-cylinder model is**

£750

Equipped electric lighting and starting, Yale
thief-proof lock, auto-vac petrol feed, semi-
elliptic springing, etc., and supplied out of
stock if required with English built bodies.

*Illustrated Portfolio of 1921 models with
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PAIGE MOTORS Ltd.,

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**ADD to YOUR
CAR'S LIFE!
HAVE YOUR
OWN
GARAGE.**

Apart from the convenience in saving time and effort, the possession of your own private garage unquestionably lengthens your car's active life. Buckled fenders, broken hub-caps, scratched enamel, as well as unnecessary petrol consumption in "getting out" are all eliminated when you have your own garage—and no garage charges to pay. Moreover, in a properly equipped private Motor House, as erected by Boulton and Paul of Norwich, there is ample room and ample light—two things the owner-driver seldom finds in a Public Garage.

Your satisfaction will be further increased when you are familiar with the excellent workmanship of Boulton and Paul Motor Houses. They are made for durability from well-selected and well-seasoned timber, and are truly a fitting tribute in Builder's Artistry to your pride in the ownership of your car.

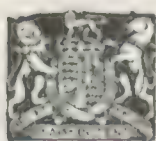
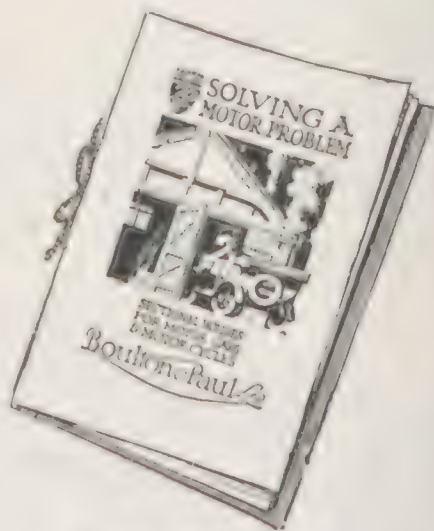
B. and P. Motor Houses are made in various sizes, and are, considering their first-class construction throughout, the most economical solution of the problem of automobile storage.

SPECIFICATION of No. B204 MOTOR CAR HOUSE (AS ILLUSTRATED)

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"SOLVING A MOTOR PROBLEM"

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THE NAPIER SIX CYLINDER

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The 40/50 H.P. Six Cylinder Napier is the most modern and exclusive car in the World Exclusive in design—exclusive in appearance—it is far in advance of any other car, no matter its power, cost, or reputation

Compare the power to weight ratio of the Napier with other Motor Carriages—you will then realise why the 40/50 H.P. Six Cylinder Napier gives the greatest efficiency

The 40/50 H.P. Six Cylinder Napier is built on the same principle as the 450 H.P. Napier Aero Engine. Both are the PROVED BEST.

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WHEN the owner of a “Wolseley” full the joy of a sporting recreation to some joyous climb or receive an admirable efficiency

For TOWN SERVICE, too, the “Wolseley” is without rival. Smart, modish coachwork, luxuriously upholstered and appointed, is combined with a powerful, refined, and flexible chassis to form a perfect motor carriage.

WOLSELEY MOTORS LTD.

Proprietors: VICKERS LIMITED
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The "Wolseley" Three-model range comprises a full list of cars for every possible requirement. In every large town there is a "Wolseley" agent ready to render efficient service.

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REDUCED Ruston- Hornsby

The Car of Quality & Value

PROMPT DELIVERY

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**Trade Conditions make
Reductions Possible**

The charges for certain raw materials and accessories have been reduced recently, and, although the manufacturers of Ruston-Hornsby cars are not yet reaping the full benefit of these lower costs, they have decided to give immediately to customers the advantage of the fall

THE REDUCED PRICES ARE AS FOLLOWS

16-20 h.p. £585
20-25 h.p. £650

The price guarantee is unconditionally withdrawn
The high standard of Ruston-Hornsby manufacture is maintained, and both models carry the same complete equipment. For cars of their power, quality and seating capacity, the Ruston-Hornsby is remarkable value.

Dearer Whisky

UNLESS the duty of $8/5\frac{1}{2}$ per bottle is reduced, *fine* old Whiskies will either cost you more than $12/6$ per bottle or they will be exported to other countries. If control is maintained much longer only very limited quantities of fine whisky will be offered in the Home Market.

Suppose for the moment that the duty was maintained at $8/5\frac{1}{2}$ per bottle, and suppose that a fair price for a bottle of fine whisky rose to, say $14/6$ per bottle, what would be likely to be the result?

We estimate that the Chancellor would lose between 25% and 50% of his revenue.

As he cannot afford to lose *any* revenue we think force of circumstances will make him reduce the duty.

Force of circumstances will also, we think, make him remove control. The inferior article that will be offered at $12/6$ per bottle will gradually be refused by the consumer, so again he would fail to get his revenue.

Undoubtedly the things to do are :

- 1st. Reduce the Duty
- 2nd. Remove Control

Then the public will be served, as formerly, with Whiskies of varying qualities and at corresponding prices.

When that time comes the man who wants the best and can afford the price will call for

Haig & Haig Five Stars Scots Whisky

HAIG & HAIG, Ltd. (Distillers since 1769)

Head Office :

57 Southwark Street, London, S.E.1., England.

We are advertising only our Export Bottle at present. The Government controls the price of whisky so that there is a loss on every case sold in the Home Market.





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Or *WRITE* for fuller particulars to
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10.4 H.P. 65mm/98mm

45 - M. P. H.

40 - M. P. G.

3 Speeds

Fitted with Self-Starter and
Lighting Set

Michelin Tyres

Bosch Magneto

Spare wheel and tyre

£500

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15.5 H.P. 2 Seater -
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18.3 H.P. 4 Seater -

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AND THE

SPECIAL SPORTING

20.1 H.P. 4 Seater -

ALL THE SAME SPECIFICATIONS
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The CLASSIC CALCOTT



Selection

IF you want a car that will give you complete satisfaction and lasting service at a reasonable cost, added to the highest distinction in outward appearance, then we believe you will make a mistake if, before you buy, you do not carefully inspect the Classic CALCOTT

It is a car that from every standpoint—beauty, utility, and efficiency—deserves and is receiving attention from that class of purchaser who can command the best

Illustrated catalogue sent upon request

CALCOTT BROS., LIMITED, COVENTRY

Established 1885

*A
Classic
amongst
Cars*

Hillman

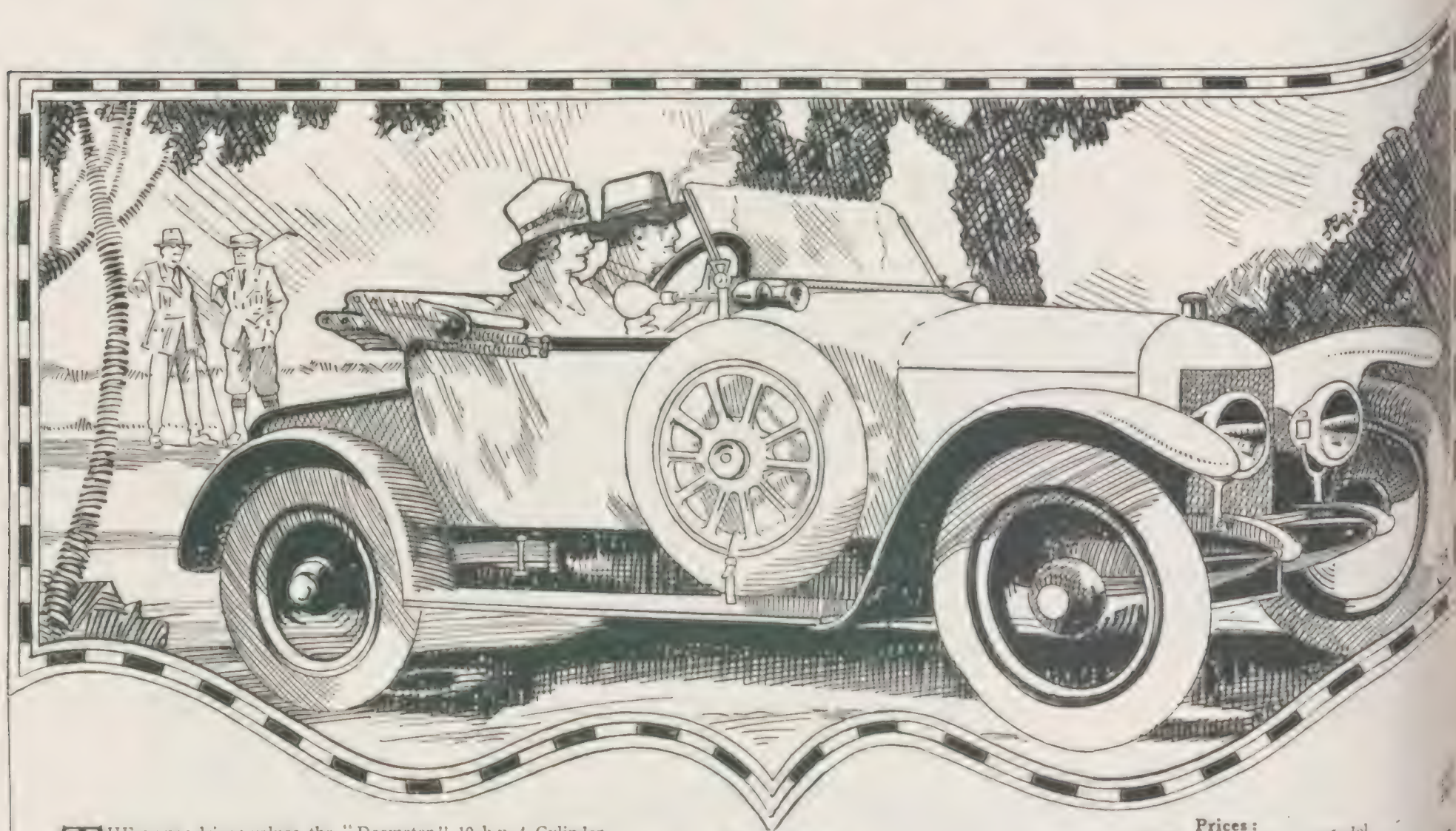
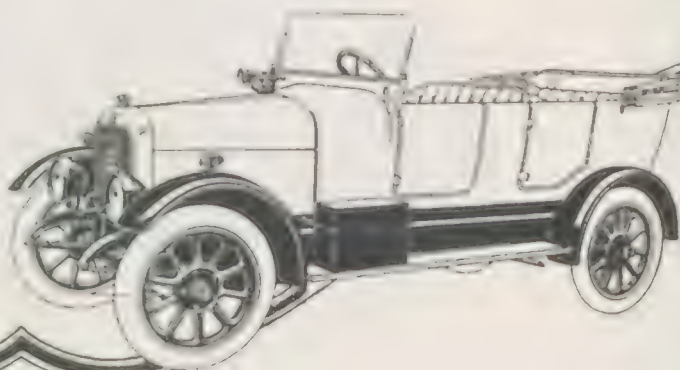
No other Car in the World offers such advantages to the Owner Driver

THE HILLMAN Car is guaranteed against mechanical breakdown and fully covered against accident, fire, and third party risks by a FREE Insurance Policy. Should mechanical breakdown occur, the Hillman Company will meet the cost of repairs and of hiring another car up to thirty days.

**Only a Car of proved reliability
could be sold under such conditions**

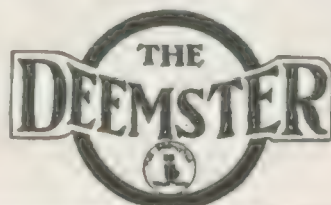
The prices of all Hillman models were reduced in October by £60, and there is no possibility of any further reduction. :: :: Write for particulars.

THE HILLMAN MOTOR CAR CO., LTD., COVENTRY.



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Standard 2-seater	£475	Prices:	Sports Model
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Deferred Payment can be arranged			

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The Car of Cars for May-time Motoring

The convenience and value of the Car of all the Comforts, the Austin Twenty, is acutely realised on every day of the year by some member of the family. The girls can get a delightful game of tennis at their club, and be back in time for dinner—if the car takes them. The same faithful servitor has already chaperoned Mother on a shopping expedition in the morning, and will collect Papa from his meeting of the Anthropological Society to-night. In fact, we now call it the "Friend of the Family."

Write for detailed specification.

Austin



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Landaulet	~	~	£875
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At these stations batteries can be tested, repaired, or loaned whilst repairs are in progress. The service applies to any make of battery.

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THE 12 h.p. Rover seems much more solidly put together than any previous model issued by the firm, remarkable as is its reputation for the wearing qualities of its products. Once seated in the car, one begins to realise the progress made alike in the design and in the production . . . the newly designed gearbox enables one to pass right through from one speed to another . . . particularly when hill-climbing, with scarcely the loss of a second's driving effort."

"Illustrated Sporting & Dramatic News"
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8 h.p. TWO-SEATER

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For complete Specification write

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ENGINE : 8-10 h.p. V Twin Deeply Finned, Air-cooled by fan, 85 mm, 89 mm, c.c. 1000. High-tension Bosch Magneto.

CLUTCH : Dry Plate, no lubrication required.

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GEARS : 3 Speeds forward and reverse (patented). Gate. Internal expanding brakes. Hood, Screen, Spare wheel.

8 cwt., 45-50 m.p.h., 50-60 m.p.g. No belts, no clutch. Acknowledged one of the finest Light Cars on the market.

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GREAT BRITAIN AND IRELAND

A CAR THAT IS BUILT TO LAST
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TRIAL RUNS ARRANGED BY APPOINTMENT

CALL, SEE, AND TRY THIS WONDERFUL CAR

WALDORF HOUSE
ALDWYCH, LONDON, W.C.2
Opposite Strand Theatre

FOR ECONOMY, SPEED AND COMFORT IT IS SECOND TO NONE

1921 MODELS

IMMEDIATE DELIVERIES

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"I have never driven a car that gave me greater satisfaction. This is my twenty-first car in nineteen years of motoring, and I can only express my very greatest appreciation."

HANDSOME REDUCTION IN THE PRICE of the FAMOUS

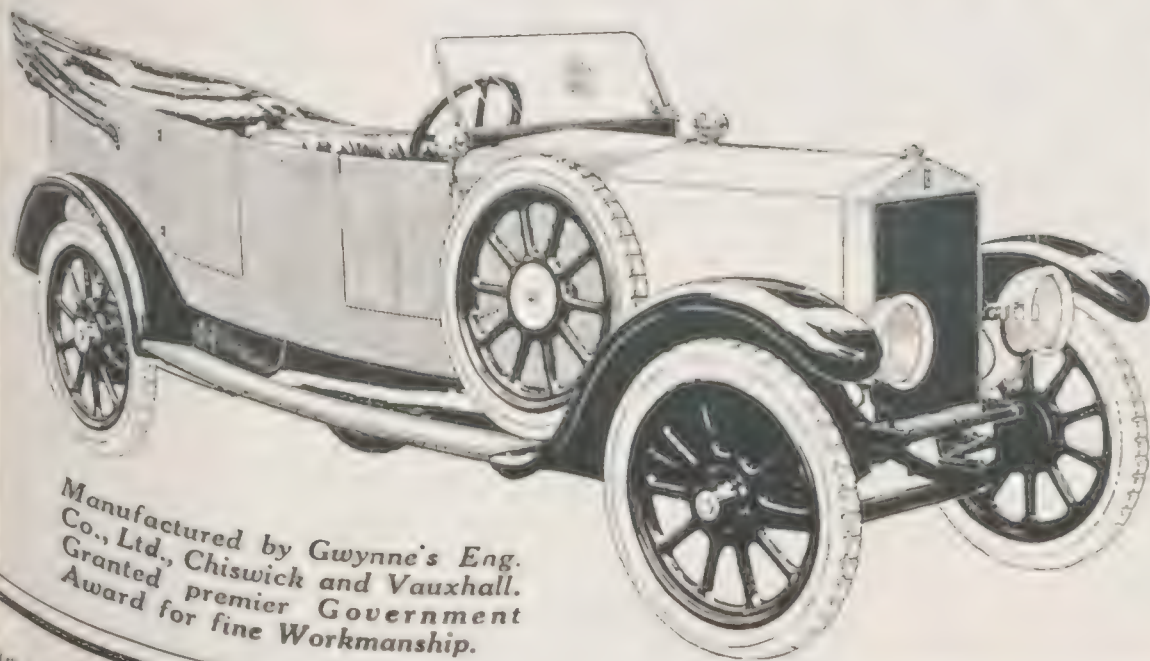
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2-SEATER & 4-SEATER MODELS

(G2 1921 Type)

Equipment includes—Complete set of tools: C.A.V. Lighting Set and self starter: 1 spare wheel and tyre: 5 C.A.V. Lamps: Eight-day Clock: Speedometer: Powerful Electric Horn: Twelve months' guarantee and the well-known and continuous "Albert" Inspection Service.

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of the ALBERT CAR and
the ALBERT SERVICE.

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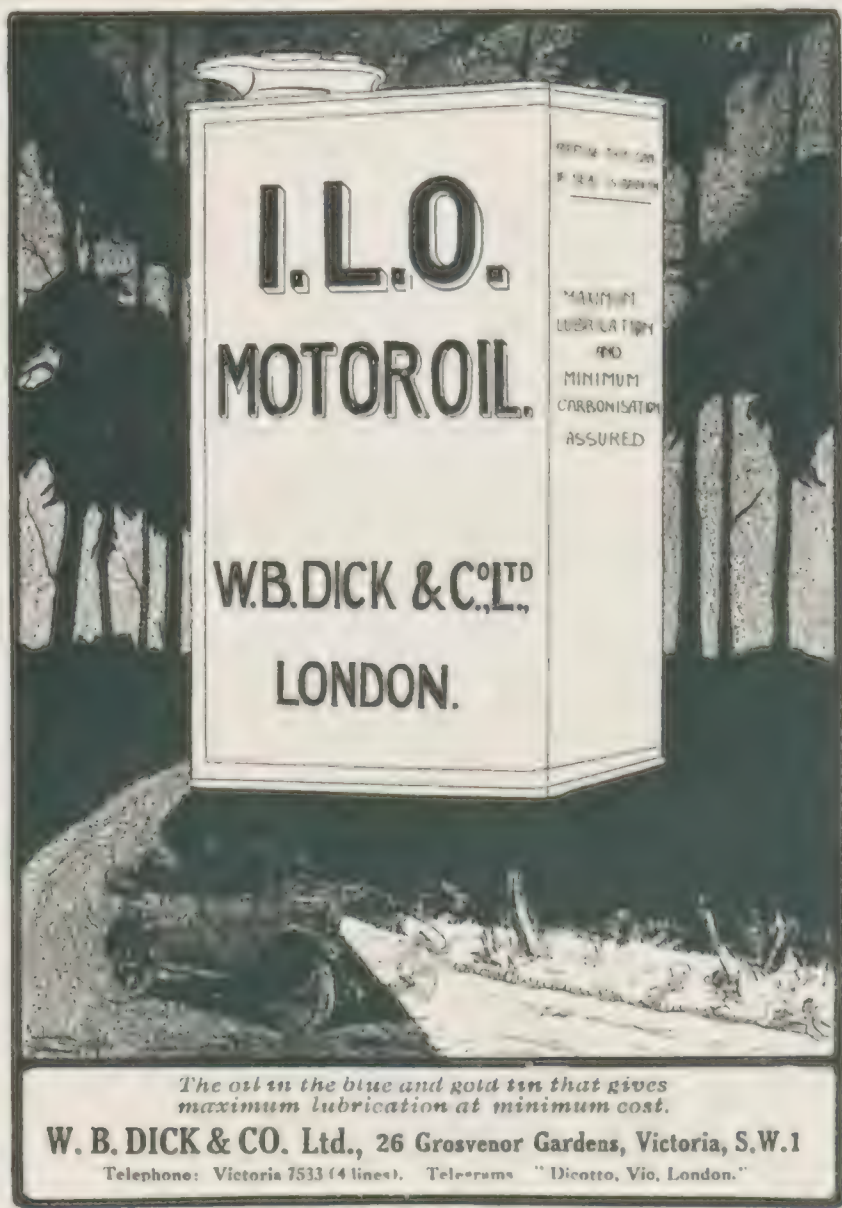
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Telegrams: "SERAUTOCO, 'PHONE, LONDON."

Manufactured by Gwynne's Eng.
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Granted premier Government
Award for fine Workmanship.



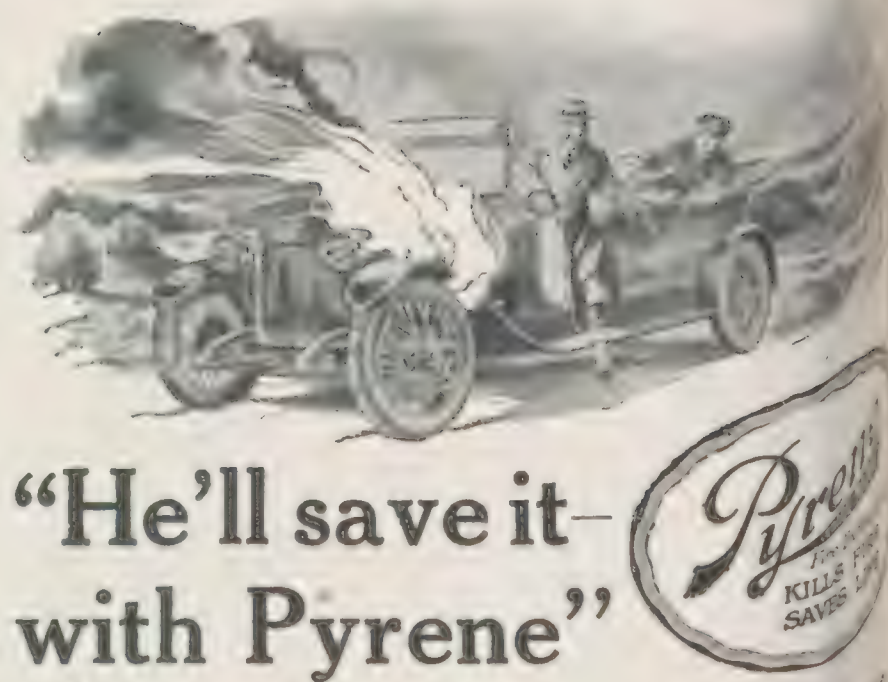
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MOTOROIL.

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MAINTAIN
LUBRICATION
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MINIMUM
CARBONISATION
ASSURED

The oil in the blue and gold tin that gives maximum lubrication at minimum cost.

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with Pyrene"**

Pyrene
KILLS FIRE
SAVES LIVES

LETTERS in praise of Pyrene are continually reaching from grateful owners who have saved their cars from fire with this handy little extinguisher. They emphasise the ever-present risk of fire, and also prove the remarkable efficiency of the Pyrene Fire Extinguisher.



Size 14 in. high,
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Weight, 6 lb.

Read this letter

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CARS are catching fire every day; yours may be the next. Be prepared with Pyrene; you can then put out a fire before the damage is done. Pyrene is itself non-damaging. It is always ready.

Sold by all leading Stores, Garages, and Ironmongers.
Write to-day for our Illustrated Literature on FIRE PROTECTION for MOTOR CARS.
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4 CYL.
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ADVANCE

MAGNETOS 4 & 6 CYLS. FOR DUAL
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**DYNAMOS, SELF-STARTERS
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AS FITTED TO ALL THE
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Hudson Super-Six and Essex Four



IMMEDIATE DELIVERY

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HUDSON

Wheel base 10 ft. 5 in.
Wheel size 880 x 120

PRICE

£775

Reduced from £950
Extra for 5 detachable
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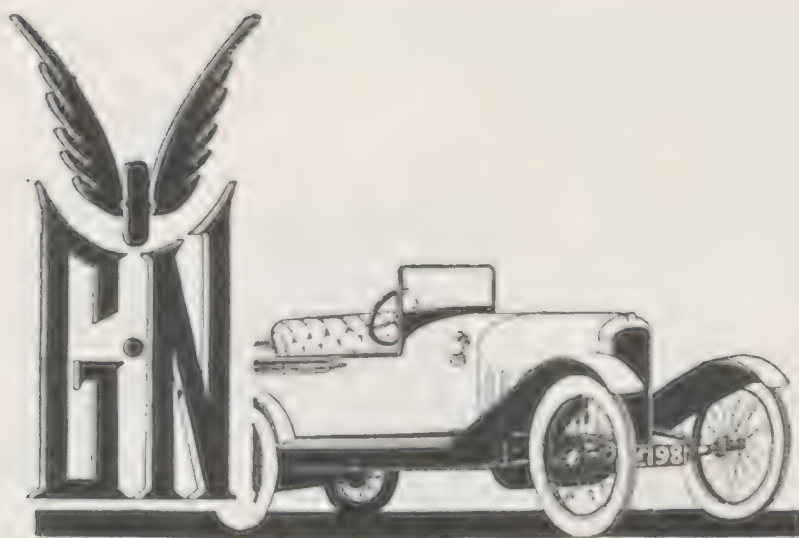
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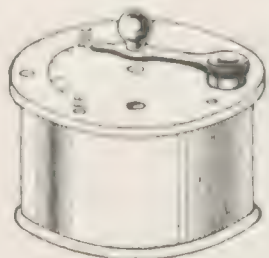
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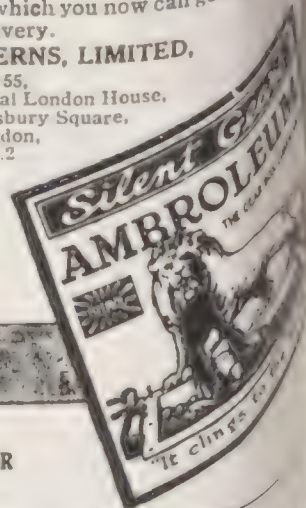
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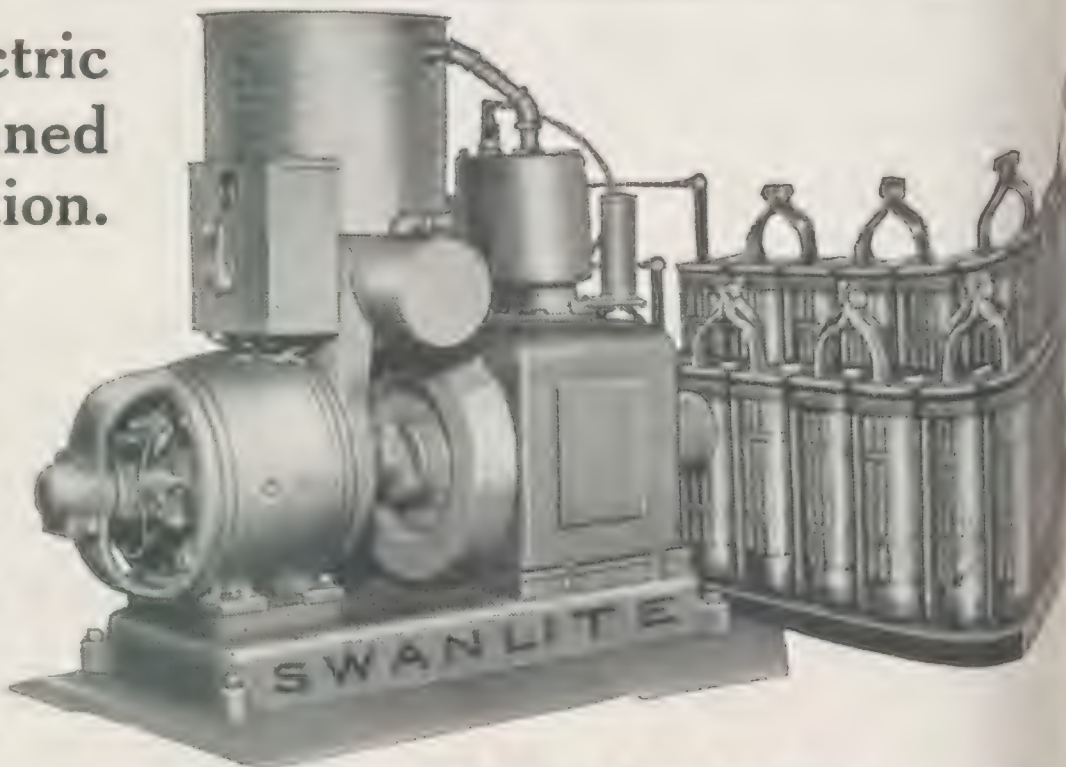
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THE MOTOR-OWNER

MAY
1921



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NO. 24

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The Editorial and Publishing Offices are at 10, Henrietta Street, Covent Garden, W.C.2.
Telephone No., Gerrard 2377 (3 lines). Telegraphic Address, "Peripubco, Rand, London."

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Subscriptions should be directed to the Publisher at the above address.

The Editor will be pleased to consider contributions of special interest to the car owner, provided they are of high quality and in every way suitable to the magazine. Short illustrated articles are preferred, dealing with any aspect of private motoring, either as regards touring or the home management of the car. First-class snapshots of roadside scenes or incidents are particularly desired. All photographs and sketches should be fully titled on the backs and bear the name and address of the sender.

Contributions should be addressed to the Editor of "The Motor-Owner," 10, Henrietta Street, W.C.2, and should be accompanied by a stamped, addressed envelope. While every effort will be made to return them if unsuitable, the Editor cannot hold himself responsible in case of loss or damage.

SPRING IS YOUTH : CAPRICIOUS BUT LOVELY.

M A K I N G U S E O F S P R I N G .

"In the spring a young man's fancy lightly turns to thoughts of love." Maybe, but what about the middle-aged man ; and what about woman, who is young until she is old—who has no middle-age ? To quote again : "Man in his time plays many parts." In other words, there are so many things to do, and spring is the best time to do them in. Gather ye roses while ye may, in fact.



IS THERE A CLEAR ROAD TO PROSPERITY AT LAST?

AFTER DUE REFLECTION.

"The Motor-Owner" Considers Things and People with an Open Mind.

NATIONAL FUEL ECONOMY TESTS.

Times is bad! Though ungrammatical, unfortunately that statement is only too accurate. What with strikes, and threats of strikes, one does not know from day to day what is portending. The worst phase of the recent labour trouble synchronised with the time when the Royal Automobile Club was completing the arrangements for the National Fuel Economy Trials, which they were undertaking at our suggestion. It came to the point where a decision had to be made between abandoning the programme or facing the many difficulties which the untoward circumstances presented. After careful consideration of all the interests involved, we came to the conclusion that under the circumstances it would not be advisable to proceed with the proposed trial. The R.A.C. concurred with this view, and reluctantly the decision to abandon the trial was made. We take this opportunity of expressing our appreciation of the large amount of interest which our proposal aroused, and the considerable number of entrants who intended to compete. To these—alike in the trade and amongst the motoring public—we express our regret. We cannot, however, control national circumstances.

WARS AND RUMOURS OF WARS.

It is a matter for congratulation that, in regard to the threatened general strike, common sense prevailed. Conditions generally are far from satisfactory, and so it is not altogether surprising that a section of the community should desire to take the law into its own hands: to re-shape the law, in fact, to suit its own ends. Common sense, however, is the Briton's strongest feature, and common sense prevailed. Whatever be the rights and wrongs of any similar occurrence, strikes and even threats of strikes are

nationally harmful, and although the worst danger was averted in the recent trouble, its ill-effects will be felt for many months to come. The automobile industry, in common with most other trades, for that matter, has made praiseworthy efforts to settle down upon an economic basis of production and distribution, and each time that matters seem to be progressing favourably some alien disturbance arises to throw things out of gear. It is a great pity. The national slogan should be "Settle down!" Maybe now, however, there is a clear road ahead at last.

APPRECIATION AND CRITICISM.

We were wont to wonder how unsolicited testimonials were obtained. We could not understand the habit of mind of the man who, liking something, would take the trouble to write to its manufacturers and say so. But since we have taken to catering for the Public ourselves we find that that cosmic entity is much more human and warm-hearted than we had supposed. The public, we find, is very definite in its likes and dislikes. If it does not like a thing, it does not buy it, and that's the end of that. But we are surprised to find that it will go to quite a lot of trouble to express its liking. There is such a thing as an "unsolicited testimonial," although once we doubted it. And the curious point is that these appreciations come from the most extraordinary places. Liking for THE MOTOR-OWNER, for instance, may be expressed in the same morning mail from Java, Johannesburg and Joppa, from Hereford Street and Herefordshire.

MANY THANKS!

In regard to the last-mentioned, we were pleased to receive the following from Major C. Ward-Jackson, M.P. for the Leominster division of North Herefordshire: "I consider that a high-class publication such as THE MOTOR-OWNER is of great benefit both to owners of cars and to the Trade generally. I wish your Journal every success." This is encouraging. It proves that if we have not yet altogether fulfilled all our ideals, at least we have not completely missed them. In this connection, we may say that while appreciation is encouraging, criticism, so that it be honest and fair, is stimulating. In other words, we should be pleased equally whether a reader wrote merely praising a current issue or criticising some feature which he did not like. We should greatly value and welcome the latter, in fact.



Wake up!

Wake up! We have all been sleeping on a bed of pessimism. Get out the car and speed away through the sunshine.

IS ENGLAND EVER MORE ENGLISH THAN IN SPRING?

SPRING, SPORT AND SUNSHINE.

The merriness of May is as traditional as the vitalising influence of spring. May—and spring—is England's own season. One's fancy cannot paint Robin Hood and his merry men as existing in any other month than May; and the Maypole is ever-present in the mediæval England of story and song.

THE first flush of spring, be the season however backward, is invariably over by the first day of May. April was the month—

"Whanne that April with his shoures sote

The droughte of March hath perced to the rote"

—that old Chaucer rated as the one to set folk longing to go on pilgrimages, and it was by thoughts of April, too, that Browning was moved to a rhapsody, the opening of which—

"Oh, to be in England now that April's there"—

is only a little less familiar on English tongues than the features of Mr. Charlie Chaplin are to English eyes. But Browning, you may remember, continued his rhapsody into May—

"And after April, when May follows

And the white-throat builds, and all the swallows!

Hark, where my blossomed pear-tree in the hedge

Leans to the field and scatters on the clover

Blossoms and dewdrops—at the bent sprays edge—

That's the wise thrush: he sings each song twice over

Lest you should think he never could recapture

The first fine careless rapture!"

—and in so doing kept in line with our English tradition. May has been from time immemorial, still is, and probably always will be, unless the Gulf Stream should be afflicted with a serious illness—chronic too; for Tradition is a tough customer, takes long a-dying—the gladdest month of all the year, according alike to those clever chaps, the poets, the man in the street (many of him, it is to be suspected, a poet disguised), his wife (whose very tantrums are often a high form of poetical expression), the children (who live, move, and have their being in the realms of poetry), and, last but not least, the motor-owner, to whose extremely fortunate case one may presently return.



Who would not be merry in the sunshine of their smiles?

"There are twelve months in all the year,

As I hear many men say,

But the merriest month in all the year

Is the merry month of May,"

goes swinging one old ballad of Robin Hood, and

"'This is a mery mornyng,' seid Litull John,

Be Hym that dyed on tre;

A more mery man than I am one

Lyves not in Christianité.

'Pluk up thi hert, my dere mayster,'

Litull John can sey,

'And thynk hit is a full fayre tyme

In a mornyng of May,'"

limps another. And as the old ballad-makers and other rhymers, so their fellows in the craft to our own day.

"By Godde's fay, by Godde's fay!

It is the month, the jolly month,

It is the jolly month of May,"

sang Francis Thompson, and as he and those that went before him sang

or recited, so their audiences acted and continue to act. Of old, as every schoolboy knows, they set up high poles on the village greens, swathed them in bright colours, and garlanded them, and danced round them, as impelled by Pan and his pipes. Many the poles still stand, and if you have "to'd" and "fro'd" up and down England (as doubtless you, being a motor owner, have) you will have learned that here and there, as at Knutsford in Cheshire, the old custom has survived into these hurrying, to say hard-driving, days. Nor is it any wonder, seeing how fit is May, the merry month, the jolly month, to be the subject of a celebration.

May is at once a promise and a fulfilment, like a beautiful maiden. She has the maiden's radiance, and its glory is such as to be a means unto itself, as well as an earnest. In May the greens of April—the green of the rugged elm, of soldierly larch, of pendulous birch, of whispering willow, of clean-limbed beech, and the others—are still vivid, and if the orchard blossom be blown, what matter? England hath her hedgerows, miles and miles, leagues and leagues of them, and not for nothing is their country-blossom called May. In my countryside—the most lovable in England, that is to say the most lovable on earth—the thorn hedgerows do not blossom to their meridian until June. That, however, lends colour to the promise and fulfilment argument, which, stated in other words, is that May, although the merry month (or perhaps because of the merriment) might reasonably be accounted, again like a beautiful maiden, something of a "criss-cross" creature. Goldsmith—I assure you it was the kindly doctor, although Shakespeare is generally credited with it—wrote of

"Winter lingering chills the lap of May," and wrote rightly. Who that has been a road-farer for only three or four years, to say nothing of thirty or forty—there are motor owners,

THE MOTOR-OWNER IS FORTUNATE IN MAY.



Even the relics of a lustier age are mellowed by May sunshine.

places, including Chiddingstone, the pride of Kent; the merry greenwood—Robin Hood's own greenwood—through which the road from Edwinstowe to the Buck Gates of Thoresby drives; Shere, by many good folk—gifted with level heads, too, and a pretty taste—accounted the most picturesque village in Surrey; Bibury, that beautiful Cotswold village watered by a trout stream, beloved of Oxford men, both dons and undergraduates; Dovedale, surpassingly lovely, where if you cast a fly to lure a trout—a right proper thing to do in May—you may reflect that the benign old Izaak Walton and his poetical friend, Charles Cotton, also did so in their day; or Pull Wyke Bay, whence, having rowed across from Waterhead, Ambleside's little port, you get so glorious a view of the high fells that ennoble the head of Windermere.

Oyez! Oyez! merry indeed is May, bravely apparelled too; also sweet-scented, and moreover melodious.

“Erly in a May mornynge
The son up feyre can shyne,
And the briddis mery can syng.”

So little wonder if some men go a-fishing, others seek new links to conquer, some wax keen for a skiff; and others long to be off by road, to travel ever so fast, to win over the hills and far away. Did one say the motor owner is in an *extremely* fortunate case in May? Well, if you must argue over a statement that



The clink of ice against the glass may soon be welcome.



What could be more stimulating than the swift cleaving of spring waters?

also motor manufacturers, who were bicyclists in the long ago—can fail to remember days in May on which winds bleak enough for January, and rains belting enough for November have prevailed? Not I for one; nor if it comes to that am I inclined therefor to stay my pen by a single adjective in praise of May, her green woodlands, her flowery meads, her scented roads and lanes, and her general air of carnival. An occasional lapse from grace is no more to be deplored in a month than a maiden, and anyhow it is easy to be forgiving with cuckoo calling, swallow darting, and, at even-tide, the nightjar “spinning his dark monotony on the branch of the pine.”

The jollity, the merrymaking of May is, one may suppose, over a meeting. At any rate this is a certainty, rule the calendar what it will, that spring, who is usually all of a-shiver in March and somewhat uncertain of herself in the company of that gallant, April, steps it bravely in May, with firm tread and high mien, to keep an appointment with Summer, it may be in Bluebell Valley, it may be eastward of Wisley Pond, it may be at Fittleworth Mill, or it may be that other delectable spot which may be vaguely referred to as Goodness-alone-knows-where, for which you may read, according as your own fancy may prompt, any of a thousand-and-one

really does not admit of argument, here, to be going on with, is my line: To start on a journey from one's own doorstep, perhaps without a thought of the journey's end; to be out in the sun and the wind the livelong day; to course through valleys of fields of gold, and respond to the beckoning hills; to scent the pinewoods and the blossom and, mayhap, a waft from a hyacinthine wood; to pull up, with appetite edged, at an ivied house, and find it rafted within and withal a place for good eating; to stroll, after luncheon, across the river—you will loiter, of course, on the bridge—to the church on the hillside, less, it may be, for the sake of the church itself, than for a view; to take the road again, in an hour or so branch into a lane alongside a beech-wood, pull up once more, this time to put the kettle on and shortly exorcise drowsiness in a cup of tea; to regain the highway, wide-awakeness too, and speed on and on, mile succeeding mile, exchanging village for heath, now straining to climb and anon rolling easily down, here a park wall shepherding the road and there a line of Scotch firs, an intimate peep on this side and a wide expanse on that; and, to finish up with, it may be a gate into a town once walled and still castled, or it may be a descent to the sea, for dinner and a bed and lightsome dreams—here, I think, in such pleasures, is fortune far beyond the mean degree.

THE ROYAL AUTOMOBILE CLUB'S NATIONAL ECONOMY TEST.

THE MOTOR-OWNER CUPS.

A special display of the cups offered by THE MOTOR-OWNER for competition in the Royal Automobile Club's National Fuel Economy Test was recently made at the R.A.C. and the Road Club. Unfortunately, in view of the unsettled state of labour, it has been reluctantly decided to abandon the trial.



THE GRANO SALIS WAS MISSING.

MOTORING FAIRY TALES.

The "big fish" story in its many forms is almost a classic; so much so that, on principle, one never believes an angler's yarns of his own prowess. But the motorist: Does he always adhere to the rigid truth? We have heard some quite tall stories that seemed to need the metaphoric grain of salt.

WHY don't you strip your car, or stream-line it, or something, Jim? You might as well save your money, for you have no chance of winning the Unlimited Handicap with her as she is."

They were idling over their coffee after dinner at the Royal Automobile Club on the eve of the Brooklands opening meeting. The speaker was the owner and prospective driver of the universal favourite for the big race; his friend was also a competitor, and claimed to have a very "dark horse."

"Wait and see, Godfrey. You're the only person, bar my mechanic, who has seen that car, and you've only seen her camouflaged."

"So I gathered. But those mud-wings—are they part of the disguise?"

"Indeed to goodness, no! They're my secret of success—and your fly in the ointment! I don't mind telling you, Godfrey—especially as it's too late now for anybody to queer my pitch—that those wings are going to give me another umpteen miles an hour or more. Look here—I'll tell you the whole thing—"

He paused contemplatively, sipped his coffee, and continued:—

"In the first place, the wings are so arranged that at 94.7 miles an hour the effective weight of the car is only 943.8 lb., for all its 200 b.h.p."

"But, my dear old Jim, what about—"

"Adhesion of the driving wheels? Yes, I guessed you would query that. There's a centrifugal governor which instantaneously closes the throttle when the wheels start spinning. And as, with 200 h.p. and less than half a ton, I've been able to use a geared-up one-to-three top-gear ratio, perhaps you are beginning to see why I expect to win the race?"

"What size wheels?"

"Thousand and twenty."

"And engine revs.?"

"Up to 3,000."

"Well, then, on that basis you ought—half a minute, let me reckon it up—yes, you ought to get a maximum speed on your geared-up top of at least a thousand miles an hour! Nonsense, old man! Have you thought about wind resistance—and breathing—and steering?"

"I've practically neutralised wind resistance. Those wings, when the camouflage is off, are bell-mouthed and hollow, and deliver air under pressure at the rear of the car—which eliminates the usual partial vacuum. Same thing, see?"

"Well, but . . . breathing?"

"Light diver's helmet and oxygen!"

"Oh-h! . . . And steering?"

"Patent gyroscope arrangement that multiplies the safety-factor of the track at least ten times—as safe at 1,000 miles an hour with my gadget as at 100 without. Any more queries?"

"No; but I guess I'll hedge a bit . . . I was certain of winning."

* * *

Next day, after the big race, while Godfrey was weighing-in after an easy win, Jim, in ordinary racing gear, strolled up nonchalantly.

"Congrats, Godfrey, and thanks. I had my shirt on you!"

"That's all right, Jim: but what happened to you? And do I understand you to say that you backed me?"

"Sure. You were favourite, weren't you?"

"Yes, but you told me. . . ."

"Oh, I still hope to win the Scooters' Sprint race. That's what I was talking about!"

"I am a fool . . . now winning this race is going to cost me money!"

"I'm sorry, old son, but as they say over across, you want to 'can that rube stuff'! I didn't suppose for a moment you believed my fairy tale!"



Breathing at 1,000 miles an hour is difficult; hence the modified diver's helmet and oxygen attachment. But it would take more than a gyroscope to keep some people on the straight line of veracity. Motorists can tell a tall yarn as well as piscatorial enthusiasts, so don't believe all you hear if there is the faintest chance that credulity may prove expensive. Don't hedge on the strength of a rumour. He who hesitates is lost—even if he wins.

A CAMERA SHOULD BE ON EVERY CAR.

OUR PHOTOGRAPHIC COMPETITION.

Henceforth this competition will be held each month until further notice. The regulations are so simple as to be almost non-existent, and the prizes are a first, second and third of respective values of five, three and one guineas, to be selected by the winners, and six consolation prizes. The winning pictures for May are reproduced below.

THE resumption of THE MOTOR-OWNER Photographic Competition has been welcomed by readers with quite the warmth that we anticipated, and in spite of the short notice that we gave, the number of pictures submitted in this first event approached a record.

The results for May are as follows:—

FIRST PRIZE: "A Summer Evening in Tyrol." Mr. J. A. Mackle, Hendon.

SECOND PRIZE: "Mixed Traffic on the Grand Trunk Road, Central India." Mr. M. S. Vernal, Calcutta.

THIRD PRIZE: "Crossing the Moselle by Ferry." Mr. C. Uchter Knox, Alton.

CONSOLATION PRIZES: "A Tight Corner in a Country Lane." Miss Teevan, Brighton.

"A Giant Anthill in a Forest of Bamboo, Lower Nilghiri Hills, India." Mr. A. W. Bennett, Royal Automobile Club, Pall Mall.

"A Shady Road near Ringwood, Isle of Wight." Mr. A. Phillip, Bromley, Kent.

"Me Too!" Mr. A. W. Bennett, Royal Automobile Club, Pall Mall.

"Crossing Black Mount, Glencoe, at



"A Summer Evening in Tyrol." Mr. J. A. Mackle's first-prize winning photograph

the height of 1,449 ft., in the wildest and most desolate spot in Britain. Miss Teevan, Brighton.

F. Robertson, Institut Carnal, Chateau de Rosey, Rolle.

We are pleased to note a striking variety not only in the subjects photographed, but in the location of the pictures. Black Mount, Glencoe, for instance, is a far cry from the Nilghiri Hills, while Tyrolean scenery is rather different from that of the Isle of Wight. This is a result that the individual entrant for the competition can do little to secure, beyond unfailingly recording the queer and out-of-the-way places to which his motor car leads him.

And this suggests to us the thought that the camera has long ceased to be a mere toy. In conjunction with the car it is an essential accessory. Progress in the art of fool-proof camera manufacture has reached a point at which any one, no matter how unversed in the technical side of photography, can secure a pictorial record of the scenes and incidents of a motor trip, and, in fact, it is not too much to say that such a trip is incomplete unless one of the party has a camera.

"Mixed Traffic on the Grand Trunk Road." (Second Prize.)

"Crossing the Moselle by Ferry." (Third Prize.)



WINNERS CHOOSE THEIR PRIZES.



"A Giant Anthill in a Forest of Bamboo, Lower Nilghiri Hills, India." (Consolation.)



"A Shady Road near Ringwood, Isle of Wight." (Consolation Prize.)



"Crossing Black Mount, Glencoe, the Wildest Spot in Britain." (Consolation.)



"A Tight Corner in a Country Lane." (Consolation Prize.)



"Me Too!" Dogs make charming studies—if they will sit still. (Consolation Prize.)

The taking of the photograph itself is fun, and a welcome break in the monotony of a straight-away run—an excuse for stopping to light a cigarette, as well. But the real value of that photograph is not appreciated until, it may be years later, one is at a loss for an objective. A motor run that has no definite object loses half its pleasure, albeit the object, when there is one, may not be fulfilled. But the time comes in every motorist's career when all the roads in his immediate vicinity are commonplace—he is completely "stumped," in fact. Then, while idly glancing at the titles of the guide books in his study, he comes across a photograph album, turns the leaves, and, in the course of the reminiscences



thereby engendered, finds his problem solved.

With regard to THE MOTOR-OWNER Photographic Competition, this will now be held each month until further notice. First, second and third prizes and six consolation prizes are offered, and the three principal winners have the option of selecting any motoring or photographic accessory which they desire to the respective values of £5 5s., £3 3s., and £1 is.

The regulations are simple: Photographs — on "glossy" paper — must be endorsed on the back "Amateur unpublished photograph by —," followed by the name and address. They should be addressed to the Art Editor, MOTOR-OWNER, 10, Henrietta St., W.C.2.

MANY ARE THE USES OF ELECTRICITY IN THE COUNTRY HOUSE.

MOTOR POWER ON THE ESTATE

It is almost impossible to imagine a duty about the estate, in the house or in the garage, to which electricity cannot be applied, and any motor-owner who has once installed a lighting set in his country house would think many times before he abandoned it.

THE applications of electricity in and about the country house are limited only by the depth of the owner's pocket and by the capacity of the generating set that has been installed. It would be foolish, of course, to expect an engine of 5 or 10 h.p. to furnish current for lighting a large country house and at the same time to supply power for heating rooms or cooking meals, except on the smallest scale. Full advantage of the possibilities of electricity demands a generating set of adequate capacity, the power of the engine being dependent upon the demand. A storage battery of sufficiently high capacity will meet temporary overloads, but it is not advisable to discharge the cells at high rates. If the engine, however, be kept running while heavy currents are being taken from the battery, the cells can respond with less risk.

As a matter of fact it seldom happens that anything like the total load is placed upon the generating plant at any one time. Thus, when cooking was proceeding, the chances are that few lamps would be in use. Again, when the washing machine was in operation or an electric fire in use, the cooker would be idle. Taking 50 k.w. as representing the total connected load, the actual demand as a general rule would not exceed 20 to 25 k.w. An engine of 30 h.p. therefore, coupled to a 25 k.w. dynamo, with a battery of 100 ampere-hour capacity, should be ample to meet such conditions, any sudden excess load being borne by the battery.

As to the electric lighting equipment, sufficient care is seldom given to ensure the maximum advantage. A lighting agency so adaptable, so convenient, so free from fire risk and so cleanly, has possibilities denied to every other illuminant. Thus, with electricity, lamps can be placed over the piano, over pictures, above the hob or the kitchener, in cellars, cupboards and attics, in china cabinets, in the conservatory, the garage and



THE LALLEY
LIGHT PLANT.

Simplicity is one of the prime essentials in a country house lighting plant, for there is seldom anyone about the place who has more than a good amateur knowledge of electricity. The Lalley light is as nearly fool-proof as it is possible to make it; even the flow of fuel to the water-cooled engine is controlled by a governor in order to maintain a constant engine speed.

the garden. Miniature coloured electric lamps for table decoration, among statuary and plants, or for fancy illumination in the garden, can be connected up from the nearest circuit and add immensely to the attractions of a house.

Switch control is an important matter. An electric lamp may be controlled independently from any desired number of points. Thus a lamp on a landing can be switched on or off independently from a switch upstairs and another in the hall below. A lamp in a room with three or more doors can be controlled from any one of them, thus saving trouble, economising current, and obviating the need for walking in the dark. Lights over beds or dressing tables can be controlled both from the door and from the bedside. A lamp at the entrance gate can be switched on from the house and also from the garage, and the act of opening the garage door may switch on the lights inside. The garage door itself may be opened automatically from the entrance gate, the switch being actuated by the weight of the car or by a lever that the driver touches as he passes.

An illuminated clock is useful and ornamental to any garage; its dial can be lighted up at any desired hour by an automatic time switch. Knowing how difficult it is for the driver of a car to identify a house after dark in the country, the thoughtful motor owner will not fail to place in a suitable position an illuminated panel with the name or number of the house in bold letters. The lamps behind the opal glass would be controlled, of course, from inside the house.

In addition to the permanent electric lighting points in the garage—which as a precaution against unlawful visits should be controlled by a master switch in the house—sockets should be provided at several points near the floor level to permit of the ready connection of portable lights, a suction cleaner, a polishing and

COULD THE ARABIAN NIGHTS GENII DO MORE ?

grinding motor and an electric fan to blow out petrol vapour at the bottom of the inspection pit. Portable electric lamps, protected by a stout wire cage, are invaluable for examining all parts of the car without risk of fire. Miniature lamps on long handles are used for examining the interior of petrol and water tanks, cylinders and hollow shafts, and may be dipped into petrol without risk.

Portable electric motors, attached to polishing buffs, grinding wheels or drills, are most convenient for cleaning metal work and carrying out small repairs without dismantling the car. An electric suction cleaner will clean upholstery without injury.

Any form of heater for the garage that involves a flame or shows red is dangerous. A so-called hot-water or steam radiator is safe, and so is an electric convector, but the ordinary electric fire should not be employed. For protecting the radiator of the car against frost, a convenient little electric heater can be hung inside the bonnet. It can be connected to the nearest socket or lamp-holder and consumes only 250 watts per hour (equal to $\frac{1}{4}$ of a unit) and will give all the protection needed in the most severe weather. If hung near the carburetter, it will enable the engine to start up quickly in cold weather.

Motorists who themselves carry out running repairs at home or entrust them to their chauffeurs, will need one or two electric motors for driving the lathes, drilling machines, grinders, or other tools with which the workshop will be equipped. Usually the best and most economical practice is to drive each machine directly from a separate motor. Not only does this system obviate the need for overhead shafting and belts that absorb power and are a source of danger, but the demand upon the electric supply plant is reduced, since one small motor only would be in use at any time. Although the battery and coil system of ignition for cars is out of

date, and no provision need be made for the charging of car batteries, it sometimes happens that the battery of the lighting or starting set becomes exhausted. These cells can very easily be recharged from the house lighting mains if a suitable resistance such as several carbon filament lamps connected in series be inserted in the circuit. Storage batteries used in the house for operating an induction coil

or other electrical apparatus can be charged in the same manner.

Now that the tax upon petrol vehicles is so heavy, the electric runabout is likely to become more popular in this country. Electric cars pay six guineas only, irrespective of size or power. Their batteries can be recharged from the house supply quite easily if the voltage is suitable. Thus a car with 40 cells needs a supply

at 110 volts, a voltage quite usual for country house plants. It is assumed, of course, that direct current is available.

If water has to be pumped for the house supply, an electrically driven pump will save much manual labour. It can be so arranged that it will start up automatically as soon as the level in the tank falls below a pre-determined point and stop when the correct level has been reached. The same pump can be used for fire-extinguishing purposes, and started up from various points in the house. Another use

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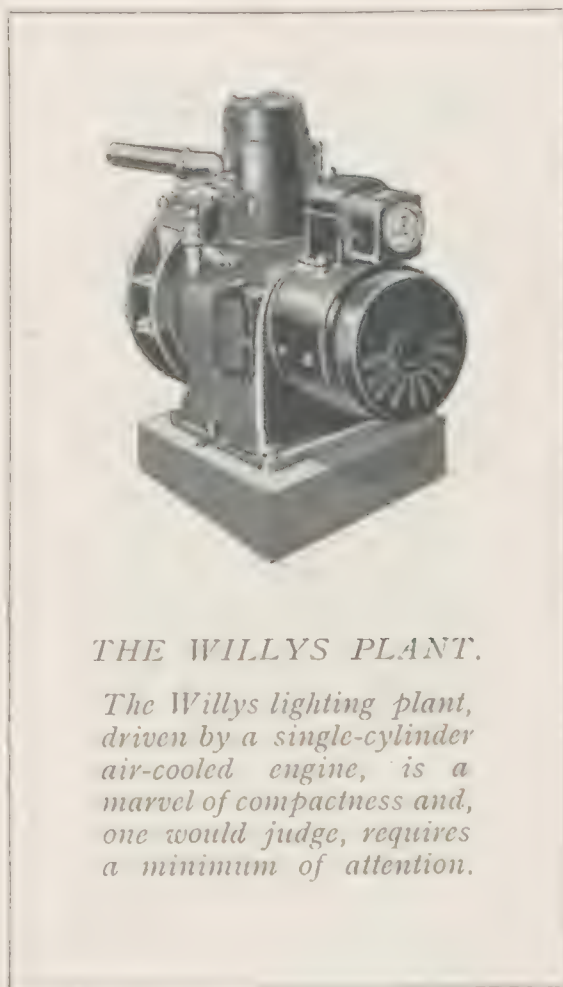
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In a dairy several applications of electric power can be arranged, such as driving cream separators, churns and milking machines. If horses are kept, the chaff-cutter should have its own electric motor. For cutting up wood, an electrically-driven circular saw is invaluable. In the laundry electricity will run the washing machine and wringer and heat the irons.

In the house itself the kitchen offers the most useful field for electrical applications. Electric cookers to-day are as trustworthy as gas or coal heated appliances—but this subject will be enlarged upon in a future article.



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THE DREAM COTTAGE.

Never doubt that the thatched, rose-covered cottage of your dreams exists. It is there, has been there for many years, but it is modestly hidden from those main roads upon which you usually motor. Some day you will find it when you leave the beaten track.

JUST at this time of year begins a perfect orgy of house-hunting among our sex. Not that we necessarily need a new house—far from it. It is just a passionate desire for something new to match the season. Just the age-old longing for a spring hat, on a larger scale.

Those of us who must perforce be satisfied with our winter home, in all its panoply of collected grime, will turn round and clean it, because there is nothing else to do. But if nothing ties us—why, then we are off in search of the cottage of our dreams, by sea or moor or river. Change of some sort we must have, though we may live in the country already. When the lark begins to wake us early, and the yellowhammer flits from hedge to hedge along the road, it is time to leave our own familiar garden for a new one, less beautiful perhaps, but new.

And the way to find a dream cottage? You must know that the best cottages, the ones with roses all over the porch, and lattice windows and thatched roofs (generally in bad repair, but what does it matter, with the summer coming?) do not flaunt themselves in the advertisement columns, nor in the books of house agents. Like the violet, they nestle modestly in unexpected corners, under steep hills and overhanging woods, down little lanes that lead to nowhere. And the best way to hunt one down is to get out the car, fill up for a long run, fling a luncheon basket in behind, and drive till you get there.

A light car, with an eager engine making light of sudden climbs, is the best for this search. No need to worry particularly about tyres, because country lanes compare favourably with highways in the matter of general unfitness for traffic. While one is about it, though, it might be as well to spring clean the whole car, to match the rest of the expedition.

She has probably been lying up since January, saving her owner a quarter's licence in truly virtuous



Thatched roofs are generally in bad repair.

DECORATING THE DREAM COTTAGE.

When you go to a wallpaper shop to select patterns for the rooms of your house, you are unconsciously about to decide upon the atmosphere of your home. It is the wallpaper which makes the weather indoors. You may like to have it sunny in the drawing-room, warm in the dining-room, bright and cheerful in the hall, but in no place dull.

You would not willingly create dull weather, and although conditions in the kitchen are sometimes stormy, they are not produced by the wallpaper, for that is a non-committal washable sanitary tile pattern, a design suggestive of the infantile box of bricks and the inviolable principles of geometry.

Now your sunny sitting-room, if you follow the scheme here set out, will be papered in jaspé yellow, perfectly plain except for the almost invisible vertical stripes. Under the frieze rail you will put a narrow three-inch border, accented with little black medallions at regular

fashion. During the process she has accumulated a wicked amount of dust and other foreign bodies, which must be removed before she can come forth her old, shining, spick and span self. It is no use telling me that the gardener's boy has had orders to go over her with a damp rag now and again. Go and look on the wings and running boards, and tell me what you find. Some bits of dirty waste, an odd collection of tools, a decrepit oil-can with oozy sides, and a complete edition of rusty nuts. I thought so. A laid-up car always gets like that.

After searching the interior for similar débris, and thoroughly brushing the upholstery, the new licence must be duly affixed in the forefront. In this connection, there are amazing inconsistencies at present on the road. Brass holders with nickel fittings, and vice versa—even the priceless aluminium bonnet of a Rolls, trying to disown a rickety contraption on the windscreen, that looks as if it had been made in five minutes with the aid of a hammer and a tin lid! Certainly, these lapses are seldom observed on a woman-owned. We have too much sense of the value of nuances—those touches of pernickity neatness which give an air to the whole thing. If we notice a squeak in the door hinges, we never rest till it is silenced. Whereas a man says, "I must speak to John about that rotten oil he's using." And there the matter rests.

But to go back to dream cottages. Often they have no idea they are "To Let." Their owners have no idea of going through the terrible ordeal of a move, being nicely settled where they are. At least, that is how they feel till the lady in the car draws up at the gate and walks down the flagged path.

"I just called in, on the chance," she says, looking hungrily at the open hearth and the grandfather clock in the corner. (Of course, those pictures would come down, and the table

WHEN DREAMS COME TRUE.

must be polished—what fun!) ‘My husband wants a change,’ she adds appealingly.

“Wants a change!” repeat the owners to themselves. “Change—not a bad idea. Where was that bungalow by the sea that Uncle was mentioning? A breath of sea air wouldn’t do them any harm, after all.”

And besides, the great Law of Opposites has now taken them into its grip. What magic potency lies in mere suggestion! Until the arrival of that car and its questing feminine occupant they had thought themselves contented.

And so they were. But the sages have it that absence makes the heart grow fonder. Very well! Isn’t it logical therefore to indulge in a judicious transference of self to other regions in order that one’s own *pied-à-terre* may become the sweeter? Of course it is. And we know from experience the power of change to increase appreciation.

The charm of the dream cottage!

intervals. The frieze rail itself will be black, and you will complete the scheme by hanging the rich orange-coloured cretonne with Futurist design of freely drawn fruit and leaves. A tiny fringe about an inch and a half deep will finish the curtains.

The whole of the colour scheme will not be simply yellow and black, for a touch or two of green, blue, and cream occurs in the cretonne, just to give variety and to prevent the contrasts from being too harsh. A white ceiling and a plain ivory frieze will complete the backgrounds of your sitting-room with the exception of the carpet, which may be a Wilton square having a small diapered pattern, its main colour effect being rich golden brown. All the woodwork of your room will be as black as the frieze rail, and the surround to your carpet may be linoleum the colour of old vellum.

To introduce you to the gay and lively Oriental-looking bird and tree pattern is to take you to the true origin of wallpapers. They originally came from China, and there are Chinese wallpapers in England to-day which were made in



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Perchance it has the deep shadowed ingle-nooks hallowed by Browning. By the old-fashioned fireplace you, if you are so gifted by kindly Fate, are able to vision on the cosy-padded, sombre oaken seats the ethereal forms of now-departed lovers. The tales the ingle-nook could tell!—the soft sweet symphonies whose delicate fragrance out-wells the bolder claims of modern architecture.

The little hall ushers you abruptly into a scent-laden apartment mysterious as to corners, throbbing with historic reminiscence. Quaint and curly, a liliputian staircase climbs aloft to where flute-throated warblers perch upon dark casemented windows, trilling with a sweet abandon the lays that charmed King Alfred’s thralls.

And here and there, with a fantasy run riot, creep old dark beams patterning the ancient walls and upholding proudly the roof of ancient tile or artistic thatch. So sweet, so soft, so restful is the cottage of your dreams. And blessed be the car that found it!

the East and brought over in the early eighteenth century. Tudor wallpapers, however, are not unknown; but they were not applied in twelve-yard lengths, 21 inches wide, as the factories turn them out to-day. They were put on in squares like sticking on stamps, and in the dining-room of a very artistic lady in London this method has been adopted very successfully.

The method, however, is not recommended. It is laborious, and the paper squares would have to be specially made. If you would like to do a little amateur paperhanging, buy some lengths of border and arrange your plain walls in the form of panels, sticking on the borders yourself. It is not very difficult; but your sense of order and proportion will be brought into play in first marking out your panels so that they suit the scale and shape of the room.

Much easier to buy a pictorial frieze and practise on the nursery. The children will not be over critical unless you commit the unpardonable folly of cutting a wooden horse through with your shears.



To Sceptics.

The dream cottage does exist, as this photograph proves.

A T W O O D C O T E P A R K .

By W. Whittall.

The scientific architecture of the Royal Automobile Club's course at Woodcote Park is its strongest point. The designer intended to make golf as difficult as possible without risking the discouragement of the comparatively weak player—and he has succeeded. A "foozle" carries a penalty; there is no recovery.



"C. J." congratulates the winner.

WHEN the R.A.C. laid out a golf course at its country club at Woodcote Park, it saw that the job was done properly in so far as the architecture of the links is concerned. If I were asked for my opinion of it, as an average golfer, I should say that it is a course magnificently designed and carried out, and on which the very best possible has been done under adverse conditions of ground. Unfortunately, it is on clay soil, and no matter what may be done to the fairways it is impossible that they should ever attain to the perfection of the real downland turf which is a characteristic of so many south country golf courses. In a word many of these—of which Goodwood is a notable example—are natural courses, while Woodcote Park can never be anything but artificial. I would venture the opinion that if less money had been spent on making the greens difficult and more on the fairways, the golf would have been the better for it.

That, however, is possibly a matter of opinion.

When one has said the worst about the fairways between tee and green, there is no more to be said in the way of criticism, either of architecture or the manner in which the designer's intentions have been carried out. Obviously, he intended to make the golf as difficult as possible, while not going to the length of making its difficulty discouraging to the average, or even to the comparatively weak, player. Every hole is cunningly contrived to ensure that getting the ball down in the statutory number of strokes allotted shall call for good play. If you foozle a shot at Woodcote, it means, barring a subsequent stroke of good luck, an addition of one to the score. There are courses within my ken in which it matters little whether you are playing well or not. If you are not absolutely off your whole game, you can always make a good recovery. Not so at Woodcote, where the bad



Lt.-Col. Jarrott "holes out."



Mr. Cooke practises his drive.

shot has to carry an inevitable penalty, which is as it should be.

Take, as an example, the first hole, which is by no means a difficult one to play if it is played properly. If you are a long driver and get away a good one, another full shot will land you on the green. But woe betide if the second is not played as it should be, or if you happen to have over-estimated your ability to carry the intervening trouble. As I say, it is an easy enough hole but calls for careful consideration and some rather nice judgment of the second shot. Then, there is the third, one of the best short holes on the course. In the ordinary way it is a fairly easy iron shot from the tee, but with any wind blowing either up or down the course, the selection of the right club is a matter of anxious consideration. In any case, to collect a 3 at this hole is very satisfying to any but the player who glories in a handicap of "scratch or better." Another very good hole on the outward half is the fifth, where the second

A CUNNINGLY DESIGNED COURSE.

shot is a pitch up on to a plateau green, on which the hole is generally placed on a narrow tongue extending out from the right of the green. To pitch well up and stay on calls for a perfect command of the shot. It can be played by running up to the left of the green, leaving a long approach putt to be negotiated for a four, but that is not the way scores are made.

The ninth, too, is not at all a bad hole. The bogey is 5, but two good shots will either take one to the green or land the ball in trouble of a very pronounced kind. It is one of those excellent holes which call for the exercise of judgment as to whether to take a risk for the sake of a 4 or to play carefully for a sitting 5. That is the kind of golf which is worth while. There is scarcely a hole on the course where the player is not faced with the solution of a problem.

On the inward half there is not much that is remarkable until the fifteenth is reached. There is no particular difficulty to be encountered except that the approach has to be played very accurately if the ball is to stay on the green at all. The short seventeenth accounts for the downfall of many, since it calls for absolute accuracy from the tee. There are cunningly placed bunkers all round this green, and many an unwary golfer, playing the hole for the first time, finds that his intentions have been circumvented by the architect of the green, who seems to have decided that there can be only one shot played here, and that if the player does not like it he can take the trouble that is coming to him. The last hole is scarcely worthy of the course. It is, in fact, about the only really uninteresting one there is. The lay-out almost gives one to think that the designer had got tired

of walking round and had more or less let the hole design itself. However, an uninteresting last hole does not make a bad course of one so replete with varied interest as Woodcote Park.

The player who comes in with anything under 80 on his card has played excellent golf, no matter what his handicap may be, and has, I think, also had a little luck. Most people

who have played over the course seem to think that the trickiness of the greens has been overdone. I am inclined to agree, and that is why I say the low scorer must have had the luck with him. Moreover, I am not so sure that some of the greens are quite fairly bunkered. Still, some players do make excellent scores, so it seems to follow that the difficulties can be evaded

or overcome. In the recent Spring Competition of the Automobile Golfing Society, for instance, there were some quite good scores returned. The 78 net, with which Mr. W. A. Turpin won the S.M.M.T. Challenge Cup was a fine score on the day, and the 80 returned by Mr. Standring was almost equally good. Some of the best cards were as follows:—

W. A. Turpin
91—13=78
W. A. Standring
90—10=80
A. E. Newton
91—10=81
H. G. Burford
94—12=82
H. F. Bassett
96—14=82
E. B. Ormerod
96—13=83

H. R. Timperley .. scratch=84
G. L. Kennedy 92—8=84

[The Foursomes competition against bogey in the afternoon was won by Mr. R. N. Fairgrieve and Mr. J. G. Reece, with one down, the best cards being the following:—

R. N. Fairgrieve	}	.. 1 down.
J. Graham Reece		
G. L. Kennedy	}	.. 2 down.
W. A. Standring		
G. Barry	}	.. 5 down.
E. de Normanville		

When I am asked if I like Woodcote Park, I am bound to say that I don't know until I have played there again. And so I keep on going, in order to be able to decide the matter.



The Club House at Woodcote Park.



How about a stroke a hole with this floater.

PURE GOLD AND PLENTY OF IT.

OUR ACID TEST.

The Daimler "Light Thirty."

Silence is golden, and the Daimler has struck the mother lode, but fortunately the makers have not taken this fact into account in fixing the retail price of the "Light Thirty." Bearing all things in mind—the high prices still generally ruling and the many merits of the car—the figure is satisfactorily low.

ARUN on the Daimler "Light Thirty" gives rise to so many distinct impressions that it is difficult to classify them. It is powerful—but with a 90 mm. bore it should be; it is smooth—but the Knight engine was specially designed to secure silky running. And naturally the standard touring model is a large roomy car. It is perhaps the combination of power and size, or the effects thereof, that makes the most lasting impression—the almost miraculous ease with which the big vehicle can be made to twist and twine through the complicated traffic of South London.

Sitting in the front seat, either at the wheel or beside the driver, the length of the bonnet and the considerable width from wing-tip to wing-tip are suggestive of anything but "nippiness"—of solidity and robustness, if you like, but it comes as a very distinct surprise to find that the great car can be manœuvred through the traffic as easily as a sporting two-seater.

There are three factors concerned in this result. First, of course, and most important, is the remarkable acceleration of the engine, for all its silence and freedom from vibration. Then comes the lightness of all controls, and particularly the steering, and finally the wide steering lock—the front wheels having a wider track than the rear—occasionally permits progress where most other cars would have to wait for the traffic to move.

It is scarcely necessary to speak of the excellent braking of the Daimler, although we should be interested to know by what degree it is possible for four-wheel braking to surpass it; nor of the hill-climbing ability of the car. Top speed, of course, was beyond reproach, but we found the third gear peculiarly satisfying on such hills as called for its use—long, fairly severe gradients such as that of River Hill, for instance, and the greater part of the climb up Beachy Head. It allows the vehicle to run at about thirty miles an hour without giving the impression of effort, but with the

assurance that there is plenty of power in reserve if one cared to speed up the "revs." Many a car which will climb a stiff hill on a high-gear ratio at forty miles an hour would have to drop the gear at a lower road speed, but the Daimler has a way of proceeding effortlessly but inexorably at any speed that may be chosen.

According to modern ideas, the Daimler "Light Thirty" is not an unduly fast car, something rather more than sixty miles an hour being her limit. She is a car capable of making a high average speed, however, as she is as gentle and controllable at 45 as she is at 20, and will run all day at the higher pace if required.

The suspension of the Daimler, again, is beyond criticism.

Space does not permit of an intimate discussion of special Daimler features, but a good idea of the care and thought that has been expended throughout both chassis and body-work may be obtained by inspecting the excellent system of bonnet fastenings and supports.

The Daimler "Light Thirty" is remarkably controllable despite its size.



How many times last year did you wish you had a Kodak? You remember that sunny afternoon, when the kiddies were playing leap-frog on the lawn; that glorious day on the river, when you moored your boat and had a picnic lunch under the tree on the bank; that motor trip, when you passed through those old-world villages with their thatched cottages and climbing rose trees; that jolly holiday at the seaside, when every day was crowded with pleasant scenes and happy incidents—didn't you long for a Kodak to save those happy hours? Don't waste your good times this year, get a Kodak now—you can learn to use a Kodak in half-an-hour



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A CAR IN WHICH ONE FEELS "AT HOME."

OUR ACID TEST.

The 16 h.p. Talbot-Darracq.

There is a certain amount of confusion in the public mind as to the precise significance of the Sunbeam, Talbot and Darracq combination, and whose product exactly the Talbot-Darracq car is. Without going into details, it may be taken to represent the house of Darracq; and it is quite the best car the company has turned out.

THE 16 h.p. Talbot-Darracq has been very extensively advertised as "the best car of the year," which is a somewhat sweeping statement. We will go so far as to make the modified assertion that it is among the few best cars of the year, and is undoubtedly the best thing that the Darracq Company has turned out, especially so far as their slogan, "Value for money," is concerned.

We have tried the car in every conceivable condition likely to be met with by the British motorist, and it passes "our acid test" in all particulars. Incidentally, it was not until after we had returned the car to the works that we realised the price was only £750 complete. For that figure there is nothing on our market that excels the Talbot-Darracq as a "value for money" proposition, and there are very few cars to touch it.

For all ordinary purposes the four-cylinder, 85 mm. by 130 mm. engine is amply powerful; the body is a roomy five-seater, and with a full load of adults the car's performance, both on

the level and on a variety of hills calculated to test every gear, surpassed our expectations. For average touring purposes it is capable of a steady 30 or 35 miles an hour pace that is fatiguing neither for the passengers nor the engine, while, needless to say, the man in a hurry will find that the engine has a good many miles an hour in hand for him to play with.

The controllability of the car at all speeds impressed us, and we particularly liked the smooth but sure retardation furnished by the side-brake, operating upon drums on the rear wheels. It is an ideal "service" brake, as the Americans call it, for, apart from the efficiency of the mechanism, the lever is so placed that its use is natural and gives no excuse for over-employment of the pedal-operated transmission brake.

Appearance is not a mechanically vital matter, of course, but nowadays it undoubtedly has a considerable influence upon choice, and in this matter the Talbot-Darracq is certainly of outstanding merit. Its general lines

are excellent, but there is an air of subdued worth about the car that is most pleasing. It is a difficult matter to convey in words, but at a casual glance, and knowing no better, one would estimate the price of the car at a much higher figure than £750.

Another feature which was particularly noticeable was the readiness with which the strange driver becomes used to the car. This may be partly due to the natural adaptability of a driver who is continually steering different makes, but, however that may be, within a couple of hundred yards from the gates of the works we felt as much at home at the wheel as though we had driven the car for weeks. With some cars we have tried, incidentally, the feeling of strangeness has not worn off after a hundred miles or so.

The Talbot-Darracq is a thoroughly satisfying car in every respect. It is comparatively inexpensive to buy, it is reasonably economical in fuel consumption, it is easy to handle, comfortable to ride in, and good to look upon. What more could be desired?

Seven-fifty doesn't sound much for a car like this, does it?



"SEE NAPLES—AND DIE"

By Charles L. Freeston, F.R.G.S.

That the French Riviera is not the only Southern resort to which one may fly in winter or spring, and that the coast line on the Italian side of the border can boast superior advantages in manifold ways, is now being learned by many for the first time.

THAT the French Riviera is not the only Southern resort to which one may fly in winter or spring, and that the coast line on the Italian side of the border can boast superior advantages in manifold ways, is now, owing to the state of the exchange, being learned by many for the first time. Frankly, I have been astonished of late at the number of people I have met who, though by no means of the non-travelling sort, but even devoted *habitués* of the French Côte d'Azur, were entirely unaware until this year of the allurements offered by the Ligurian coast, either on the Riviera Ponente or the Riviera di Levante.

In all likelihood, therefore, the number is even greater of those who do not know that there is yet another Riviera, which rivals in beauty and surpasses in interest the charms of the Mediterranean shores. The district of Naples, if we include the famous Bay and the adjoining Bay of Salerno as well, contains everything that the heart could wish in the way of landscape and seascape panoramas, almost eternal sunshine, and a varied flora that is of itself a perpetual feast to the eye. That the region is not better known is explained by the one word—distance. One learned in one's youth that "Distance lends enchantment to the view"; the more I travel and the longer I live the more I realise that it is distance which keeps us from coming even within sight of entrancing views, and that from necessity we find enchantment in those nearest to hand. The further we venture afield the more surprises we encounter; but all reputations are primarily built up on accessibility.

In the case of Naples it is true enough that "See Naples and die" is a more or less familiar phrase, and that this alone will have tempted a certain number of present-day tourists to travel further south than they would otherwise have intended. They will then have realised that the phrase requires expansion. The city of



A Corner of Sorrento.



The Rock of Tiberio, Capri.

Naples itself is huge and in no way remarkable for beauty; but it rises up to hills from which the glorious Bay unfolds itself in wondrous majesty, while if one puts out to sea, to a point which enables one to take in the complete panorama of the hill-crowned city, the Bay, Vesuvius, the Sorrento promontory, and the islands of Ischia and Capri—then, indeed, one may say, "See the Bay of Naples and die," in the belief that there can be no fairer prospect on this earth.

The ideal way of doing things, of course, where either the French, the Ligurian or the Neapolitan Rivieras are concerned, is to go and live there for months on end, but for the purposes of this article we must consider the subject from the tourist's point of view. And let it be said at once that one may manage very well to "do" the chief lions of Naples without a car, for the railway will take you to the city, and also to Vesuvius and Pompeii, while the chief pleasure resorts on the Bay and also the islands may be visited by boat. But apart from the usual limitations as to time-tables, etc., of rail and boat travel, the fact remains that some of the most attractive places in the district can only be visited by road, and one needs only, for example, to mention Amalfi to any one who has explored the resources of the neighbourhood to learn in what measure the road traveller may choose the better part.

We will assume, then, that the motoring tourist has made his way in the first instance to Rome. From the Italian capital to Italy's largest city is then a journey of 231 kilometres by the inland road through Frosinone, Cassino and Capua, while an alternative route of 234 kilometres may be taken through Velletri, Terracina and Formia, which touches the coast at two points. Each route is so picturesque that, while it is immaterial which is taken on the outward journey, the other should certainly be chosen when the time comes for the return to Rome.

EACH TO HIS OWN TASTE.



Amalfi, from the Coast Road.

Arrived in Naples, the tourist may elect to stay on the sea front, or to contemplate the Bay from a high part of the town. In the former case I may recommend from personal experience the Excelsior, de Vésuve, and Continental Hotels, and, on the heights, the Bertolini Palace and Parker's. These are all unexceptionable, with every modern comfort. An excellent pension which I may also name is

Washington House, in the Parca Margherita, kept by Mr. Fred. Rodewald, a pioneer British motorist whom old-timers will remember in the early days of the Automobile Club at Whitehall Court.

As for the order in which the attractions of the district are to be visited, that is a matter upon which the individual tourist must be his own arbiter. He may place natural beauty

first, or antiquities may assume first importance, or he may regard the ascent of Vesuvius as so novel an experience that it should be enjoyed at the earliest opportunity.

Personally, although "out for" scenery above everything else, I should be guided by the weather. I should await a cloudless day for the visit to Vesuvius, and a sunny sky and a calm sea for the trip to Capri. The inspec-



A View of Capri.

tion of the magnificent National Museum could be deferred until a dull day—if ever such a one arrived in the mellifluous climate of Southern Italy, while Pompeii need not demand perforce the balmiest of skies. But fine weather, of course, must be chosen for the glorious tour of the Sorrento and Salerno peninsulas.

To deal with Vesuvius first, I may say that the ordinary method is to take a triple railway journey, the first stage being to Resina, whence one changes to a cog railway, from which one is transferred to a funicular, which leads to a point level with the crater. The first two stages may be dispensed with if one has a car, and though the roads in the immediate neighbourhood of Naples are paved with lava slabs, and not alluring, it is none the less preferable to avoid the railway if one can.

From the summit of the funicular one walks a short distance across a slope of soft cinders to the crater itself, and, though the footing is secure enough, the passage is somewhat trying to ultra-nervous people; in fact, I have had to hold the hand of a young and able-bodied man who was affected with "stage fright," simply because the path was unfenced. There is no danger, however, in the brief walk; nervousness is purely a matter of impressions; and the journey would be well worth the taking, even if there were any risk. Interesting as it is to view the seething cauldron, and unique as is the sensation of standing on the brink of a world-famous volcano, what is even more entrancing is the gorgeous panorama of mountain, plain, sea and sky which is at one's command from the summit. The colouring is so rich and varied, and so grandiose are the outlines of the landscape, that, even if Vesuvius were an ordinary mountain, the view-point would be one of the finest in the world.

Vesuvius, I may mention, is now 3,600 feet in height, having lost 600 feet of its original altitude in the great eruption of April, 1906. I drove from Rome to Naples in May of that year, and well remember the condition of the roads as the result of the fall of ashes over the whole district, some 310,000

tons having descended upon the city itself.

Pompeii is not far from Vesuvius, and if only a cursory inspection of the still partially buried city is desired the two "show places" can be covered in one day. Those to whom archæology is of more account will naturally devote a whole day at least to Pompeii, which, by the way, is 25 kilometres by road from Naples.

It may be news to many that, even after all these years, excavations are still being carried on at Pompeii, and fresh discoveries continue to be made. For the present the new area of work is not open to the general public, though I was fortunately allowed the privilege of going over the whole ground; but in due course the extended field of operations will be visible to all, and I may mention that it will prove of peculiar interest. This is because a new method of display will be adopted. Hitherto the plan in vogue has been to remove all "finds" of special value to the Naples Museum, leaving only the shell, as it were, of the original buildings, but henceforth an endeavour will be made to restore every household or public edifice to its original form, so as to afford as complete a representation as possible of

the daily life of the inhabitants of the ill-fated city.

By way of a complete change a steamer trip to Capri may suitably follow, and is highly enjoyable in every respect. The approach to the island is striking, while the exploration of the sunlit spot after landing is delightful. As for the famous Blue Grotto, it must certainly be visited. Entering the cave by an opening so narrow that one must needs lie down in the tiny boat is great sport, as also it is to watch the boatmen being towed back to Capri behind the steamer in echelon fashion.

But to the motorist the finest thing to do from Naples is to explore the Sorrento and Salerno promontories in turn. Sorrento (42 kilometres from Naples) is famous for its salubrious flowers, and there is practically no limit to the length of time one could spend there with enjoyment. Either when there, however, or when leaving it for good, the car-owner should strike the road for Meta and Amalfi (32 kilometres), which he will find one of the most picturesque in Europe, and may also embrace the opportunity of visiting the splendid temples of Paestum and the fine old town of Ravello, centred in one of the most peaceful spots on earth. The return journey to Naples should be by Vietri and Salerno.

While it is true that the Naples "season" ends with May, so far as English visitors are concerned, it has only to be pointed out that here, as with every other southern resort, the motorist may reasonably ignore the habits of the railway crowds. Traveling with reasonable swiftiness in the open air, he does not find the heat oppressive, and nature itself is in its most opulent mood. Moreover, there is always the sea to be enjoyed, and the fact must be mentioned that countless places which are *tabu* to the English traveller because they are "too hot" are alive with people of other nations who flock thither for the bathing. We fly to southern resorts in winter because we cannot keep warm in England, but other people choose the very same spots in summer in order to be cooler by the sea than in their ordinary habitats.



The Wonderful Cathedral,
Amalfi.



The 1921 Model ROLLS-ROYCE

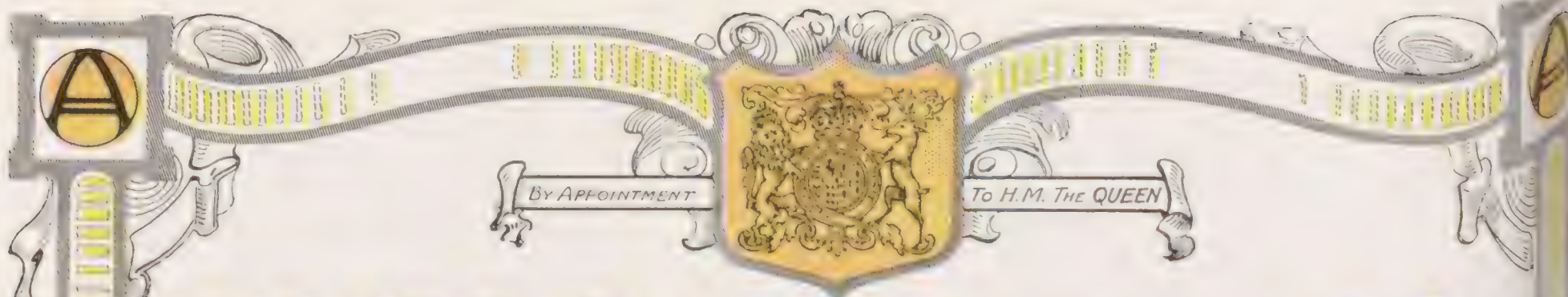
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—Mr. S. F. EDGE, in “The Auto” Dec. 23rd, 1920

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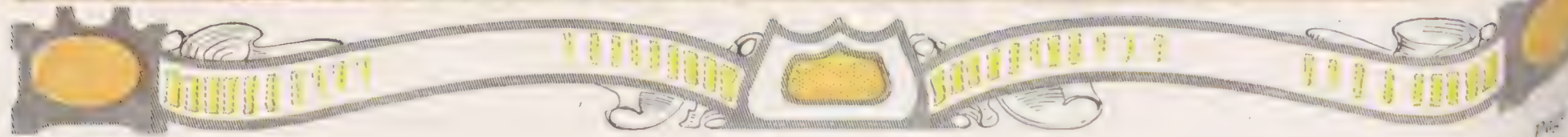
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I have not written many testimonials, but I cannot refrain from this one, of which you can make any use you choose.

I have written to Rolls-Royce about their wonderful new engine.

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That is a query that has worried many an owner whose car is equipped with electric lighting and no alternative means of illumination. If the lamps do give out you might as well have a broken crankshaft so far as finishing the journey is concerned. The moral is obvious: Don't let 'em; and here's how.

OWING to the great advances made in the manufacture of electrical installations for automobiles, it is safe to say that no car with any pretensions to the name can be considered complete without a dynamo lighting set, or a combined electric lighting and starting equipment.

Some of the finest electrical engineers in the country have been responsible for bringing this branch of the motor trade to its present high standard of perfection and efficiency.

The greatest possible care has been exercised by the various firms specialising in the manufacture of these electrical components to ensure that the sets should give the maximum service with the minimum of trouble, but we must not overlook the chance of possible derangement or faults occurring whilst the set is in use.

The mainstay of the car's electric equipment is the battery. With a faulty battery no satisfaction can be obtained from the rest of the components.

In the majority of lighting and starting-set troubles investigation proves that neglect of the battery unit is the prime cause.

The manufacturers concerned usually issue instruction booklets with each set, in which will be found very helpful information with regard to keeping the battery up to the high standard of efficiency which is necessary to ensure the satisfactory working of the whole system.

We can, however, suggest that the battery should be inspected at least once a fortnight and "topped up" with distilled water if necessary, and all connections examined to ascertain that they are tight and making good contact. A scheme which will be to the advantage of all motor owners to investigate is the new C.A.V.-Willard Battery Service. This system, by the simple process of registration by each individual customer at his local service station, ensures the battery kept up to its work,

thus leaving the responsibility for the battery in the hands of the manufacturers, and ensuring satisfaction to the owner. The charges for all classes of battery service and repairs under this scheme are, we believe, quite moderate.

To turn to the other components of the standard lighting-set, we will take first the dynamo, which supplies the current to charge the battery. This electric machine has been brought to a high state of reliability and should need very little attention.

A few drops of oil can be put in the oilcaps provided over the end bearings from time to time. The brushes on most of the modern car dynamos can easily be inspected by removal of the end cover. A very good indication of the dynamo's condition is the ampere metre which is always placed on the dashboard. Should the needle of this instrument oscillate or not maintain a regular output, it is always advisable to examine the brush gear and ascertain that all brushes are working freely in their holders and

making good contact with the commutator; irregular output, however, may be due to nothing more serious than belt slip; this, of course, can be easily rectified.

The various methods of output regulation are arranged for by the manufacturers, and have been subjected to sufficiently strenuous tests at their factories to secure reliability in every way, and need not be entered into here, as the electrical details would be superfluous in an article of this description. We can safely say, however, that it is very unlikely that the dynamo will fail "electrically." Practically all makes of car lighting and starting systems are now fitted with an automatic electro-magnetic dynamo switch, commonly known as the "cut-out." As this instrument is carefully adjusted before leaving the factory, it is inadvisable to alter the setting in any way.

Safety fuses are interposed in the wiring system to protect the dynamo and the battery against short circuit. It is advisable to be quite familiar with the position of these fuses, so that replacement can be effected without difficulty. The fuses are usually located in the switchboard.

Most owners will be familiar with the method of focusing headlamps. The fitting is quite simple, and is usually effected either by sliding the lamp-holder in its socket or by threaded barrel adjustment.

Care should be exercised in the choice of lamp bulbs, as it is important that the current consumed by the lamps does not exceed the output of the dynamo. The average headlamp bulbs should consume about three amperes each, the side and tail two amperes collectively.

In this connection we may suggest to motor-owners who are in doubt as to the proper procedure in trouble of this kind to write to Messrs. C. A. Vandervell and Co., Ltd., of Acton, for their "Running Instruction Booklet," which contains detailed instructions on the care of storage batteries.



You need not hurry home if your lamps are good.

OF COURSE WE PUT THEM ON A PEDESTAL.

SPRING BLOSSOMS.

To be truly gallant, one says that all women are beautiful all the time, but it is astonishing how the advent of spring brings out the pretty girls. What is it—merely clothes? Or is it that in the crystal-line atmosphere the veil which, during the winter months, had dulled our perceptions is removed?



Miss Madeleine Tanner, who has been sojourning on the Riviera, has returned to delight our eyes—and, apparently, to strain her own.



The river girl gets in some deadly work in springtime. She began operations unusually early this year.



Golf is not only a fine-weather pastime, it is true, but spring sunshine makes it more enjoyable. Miss Heather Thatcher, at any rate, thinks so.

WHEN MEN WERE PASSING RICH ON £20 A YEAR!

CHRIST CHURCH, OXFORD.

"The House," which will shortly celebrate the completion of the fourth century of its existence, is an inexhaustible mine of romance, and has a place in the recollections of many a Briton from which naught can displace it, be he high in the affairs of the nation or merely lounging by some Southern coral strand.

FOUR years hence Christ Church will have completed the fourth century of its existence, having been founded in 1525. That at least is the year in which the royal licence was granted to that prince of master-builders, Cardinal Wolsey, and in which the foundation stone was laid. Before the end of the following year, so rapid had been the progress of the work that the west front and part of the south side of the Great Quadrangle were roofed in and all but ready for occupation; the Hall had risen four or five feet above ground, and the foundations of the remainder of the Quadrangle completed to the ground level, including those of the magnificent church, designed on the lines, it is supposed, of King's College, Cambridge, which Wolsey intended to form the north side. Moreover, Wolsey's kitchen, 40 ft. square and 40 ft. high, which remains to this day, almost exactly as he left it and is still one of the sights of Oxford, was actually the first building to be completed, thereby giving occasion to the enemy—quite foolishly—to blaspheme. For man must eat, to learn no less than to live, and though high thinking had scarcely then begun to be associated with plain living—a pure delusion, by the way, in any case, or so college bursars are apt to think—yet who but a simpleton could think a college could begin to exist without the means to feed its inmates?

Cardinal College, as Wolsey had named it, was endowed with land and other revenues, chiefly provided by the suppression of a score or so of probably more or less useless religious houses all over the country, amounting to no less than £2,000 a year, equivalent of course to at least twenty-fold that value now. There were to be 60 canons, with salaries up to £6 a year, in addition to quarters and "commons"—or messing allowance; 40 Petty Canons, *secundi ordinis*, answering to scholars elsewhere, who were to be not under 15 or over 25 years old, to receive 33s. 4d. pay per annum,



The Cathedral, Christ Church.

with 1s. a week for commons. (Blessed thought, to modern undergraduate or his parent, "battels" of 1s. a week!) For the service of the chapel there were 13 chaplains, who one would suppose would have a fairly easy time, 12 lay clerks, 16 choristers and a master of music. Then there were six public professors, four passing rich on £20 a year and two no doubt opulent on £40; four domestic professors (presumably college tutors), three Bursars and sundry other officials, with 23 servants to look after them all. The entire foundation was for 176 souls. It is important to note, also, that provision was made for the admission of not more than 20 sons of noble or wealthy houses, at their own charges—the nucleus of the Commoners, who soon began to form the large majority of the members of the University.

Wolsey lost no time in appointing a Dean and some of his Canons. They were lodged at first principally in the buildings of St. Frideswide's Priory,

which still form an integral part of Christ Church. The priory church remains as the college chapel and the cathedral of the diocese. The prior's lodging is the very charming home of one of the Canons. Part of the cloisters and the chapter house remain, and the refectory (originally converted to the college library) subsequently was chopped up into rooms for Westminster scholars and, of course, badly mutilated in the process.

The work of building went on without interruption for three or four years, and the Great Hall was finished in 1529. Then came Wolsey's disgrace and fall. With characteristic brutality, Henry VIII determined that all his fallen minister's works should perish with him. Cardinal College was wiped out, the dean and canons sent adrift, their lands distributed among "hungry courtiers and others," and the buildings left incomplete, abandoned and desolate.

However, his first fury sated and appeased by these drastic proceedings, Henry's genuine Tudor love of learning and possibly stirring qualms of conscience induced him a few years later himself to take up the task he had so ruthlessly trampled under foot. In November, 1546, he issued letters patent to refound Wolsey's college on much the same lines as that spacious prelate's mind had originally designed, under the new name of "the Cathedral Church of Christ (*Ecclesia Christi Cathedralis*) at Oxford, of the Foundation of King Henry VIII." *Ecclesia Christi* became officially *Aedes Christi* before the century was out, and hence the name by which Christ Church has become familiarly known, though only of comparatively recent years, as "the House."

The government of the new foundation was entrusted, not as in ordinary colleges to a president or warden, or one of the other many bewildering titles assigned to heads of various houses in Oxford and Fellows, but to a Dean and eight Canons, in token

NEITHER "DOGG" NOR "HOGG" MAY ENTER THERE!

of its composite character as both a cathedral and collegiate body. Wolsey's 100 Canons reappear as 100 Students, of whom 40 are—like his Petty Canons—of not less than 15 years of age, *Discipuli*. In 1664, one more Studentship was by a private bequest added to the foundation, for the which cause it is that to this day the Great Bell of Tom Tower rings out by 101 deep melodious notes the nightly curfew summons for the closing of all college gates. These numbers remained unaltered for close on two centuries. Not until 1858 were they reduced to 80, when the first 28 were called Senior and the other 52 Junior Students, answering to the Fellows and Scholars of other colleges. Yet, with one notable exception. The Senior Students, unlike ordinary Fellows, were not members of the Governing Body, and had no part or lot in the disposal of its revenues and possessions, nor much independent control over the educational system which it was their duty to conduct. This grievance had long rankled. The Chapter kept a stiff lip against it, and seven years later the Senior Students went out on strike against them. After a lengthy struggle they won all along the line, and gained their right, acknowledged by the Act of 1867, to be placed on the same footing as other Fellows, retaining, however, their style as Senior Students. In 1882, the Junior Students ceased to exist under that title and were officially re-named Scholars—the only change in their condition, whilst the Senior Students adopted the less cumbersome but entirely misleading title of Students merely, whereby they are still described, to the sore bewilderment of many in—and almost all men outside—their own university.

It does not appear that Henry VIII contributed much to add to or embellish the buildings Wolsey had left and had erected largely at his own cost. True, the new founder endowed his Church of Christ with lands and possessions sufficient to bring in some £2,200 a year. But that probably did not weigh heavily upon the royal bounty. All that was necessary was to "shake the bags of hoarding abbots," as King John had recommended long before Henry's day, or rather to turn them bag and baggage out of their priories, and so literally to rob Peter to pay Paul. After all, Peter had often waxed fat and lazy, and his property was doubtless in most cases put to better use, for the advancement of sound learning and



The Library, Christ Church.

the greater glory of the Lord. But Wolsey's Great Quadrangle remained for more than a century sadly incomplete, and it is to be feared often unkempt. For a Chapter order of the time that "No student, scholar (*i.e.*, commoner, no doubt), chaplain, or any belonging to the House, shall lodge any dogg" therein, especially exempted from its effect the porter, who needed a "dogg" "to dryve oute cattell



"All work and no play" does not apply to Christ Church.

and hogges out of the House" with another order forbade any "of what state soever, to keepe gelding or bestes in the Quadrant." The regulations against the lodging of a "dogg" in college happily still exist, and no occasion has arisen to restrain Canons or others from grazing a cow or gelding in Tom Quad.

One wonders how the place was furnished up sufficiently for the visits of Elizabeth, who came twice to stay at the Deanery—in 1566 and again in 1592—and was duly regaled with the interminable fulsome Latin addresses and dull plays performed in Hall, in which that peremptory lady's soul so strangely delighted. The north side of Tom Quad was an unsightly gap for nearly a century after her day, and she had no taste for anything that was mean or shabby.

Few sets of rooms are available in Wolsey's Great Quadrangle. The space is largely taken up by the houses of the Dean and Canons, by hall, common rooms, lecture rooms and college offices, and many of the 24 sets that do exist are tenanted by masters. In their young days, Meadow Buildings had a great vogue, possibly due to the pleasant outlook, or the merits of the larger bedrooms. The average "bedder" of the older rooms in most colleges is, it must be allowed, but a sorry dog-hole. Nobody wanted to wash overmuch in the days when they were built, and baths were of course wholly unknown even so late as 70 years ago. But the tide of fashion soon turned, and the more festive souls betook themselves once more to the more antique charms of Peckwater and Canterbury, where they mostly still do congregate.

Space fails here to tell of the long line of great sons of Christ Church who have throughout its history gone forth to the service of Church and State, of King and country. Countless is the number of famous men of letters, of eminent statesmen and divines, whose names have been borne on its books. In the 19th century alone, Christ Church can reckon ten Prime Ministers, eight Viceroys of India, prelates by the score. Those whose happy privilege it is still to haunt these stately precincts cannot but feel, as they gaze around them, that their lot is indeed fallen in a fair ground, and that much is required of them if they are to tread worthily in the footsteps of those who have passed on before and left them so goodly an heritage.

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DIAGNOSE SYMPTOMS BEFORE TROUBLE ARRIVES

THE IMPORTANCE OF TEMPERATURE.

Many people do not realise that there is such a thing as over-cooling. Over-heating they understand and fear; but they do not know that a too-efficient cooling system makes an inefficient engine. Obviously, therefore, a means of definitely ascertaining the working temperature of the engine is essential.

TEMPERATURE is, or should be, a subject of greater concern to the motor-owner than is the case, for upon temperature and temperature control are dependent the life and efficient operation of the automobile engine.

Many drivers think they can trust to sight, hearing and smell to tell if their engine is running "sweet." But they are wrong! No man, however skilled, can tell when his engine is starting to over-heat. It is only when it is over-heated that he can detect it. Then it is too late. Premature wear has taken place. That beautiful gloss on cylinder walls and piston rings, of which he was so proud, has gone. Increased friction has been set up between cylinder and piston, and increased friction means decreased efficiency. Each time the engine overheats a little, more damage is done, and the driver wonders why the engine is not pulling like it did, and blames the petrol, the carburetter, or the "mag."

There are at least thirty possible sources of over-heating, the main causes being bad carburetter adjustment and failure of lubricating or cooling system. Each of these may be perfectly designed, but can be put out of commission by one of many smaller faults. Partially stopped jet, petrol flooding, leaking float, or poor oil, in the first case—insufficient oil, poor quality oil, pump not working or dirt in oil ways, in the second case, and neglecting to fill the radiator, broken water pump, rotted rubber hose connections that curl up inside and make a flapper valve, leaking radiator tubes or fan belt off, are common causes of the failure of the cooling system.

Too high a temperature is accepted as a source of danger, but it probably is not so generally understood that too little heat, or too great a dissipation of heat, is also an enemy of efficiency. The cooling systems of some cars, in fact, are too efficient. Obviously, therefore, some means of judging and con-



A Boyce Moto-Meter in Position.

The question of over-cooling is strikingly illuminated by a recent incident. An owner-driver of an "Austin 20" wrote to the makers of the Boyce Moto-Meter in this country saying that the instrument was not working properly as the thermometer only read a few degrees higher than "Cool-Motor" after a run. He was told to take the fan belt off and try again. He did, and now finds his car running beautifully, with further advantage in the shape of increased m.p.g.

trolling temperature is necessary. So far as the latter is concerned, the means necessary in each individual case cannot be indicated in a general article, but the well-known Boyce Moto-Meter fulfils the former function. It takes the form of a mascot and is easily fitted to any car; and it keeps you constantly posted as to the thermal condition of your motor. Its ever-visible broad red ribbon of fluid indicates when your car is running too hot, too cool, or at its normal temperature. It unfailingly indicates trouble fifteen to twenty minutes before you can detect it.

The question of temperature is worthy of study as a matter of interest to the motorist. If the engine is too cool, for instance, petrol will not vaporise properly, liquid petrol may be drawn into the engine and when set alight by the exploding gas will burn without doing any work beyond pitting the exhaust valves and wasting fuel. If the engine is too hot, the incoming gas will be prematurely expanded and a full charge cannot be drawn into the combustion chamber; result, a loss of efficiency.

Some engines are designed to run hot, the Sunbeam being a case in point, and the use of a radiator shutter is to be recommended, as it is of importance that an engine should run at an even temperature. The cylinder walls are always hotter near the exhaust valve than on the inlet valve side, as they do not get the cooling effect of the incoming gases, but do get all the heat from the burnt charge. This means that the expansion of the cylinder and piston varies, with the result that the circumferences of the pistons and cylinders are not truly circular. The wear on the piston and cylinder walls will consequently vary, and running the engine at an even temperature will cause these parts to "run in" together, thus maintaining engine efficiency. In modern well-designed engines this tendency has to a great extent been overcome, but the possibility remains, and should be considered.

PEOPLE WE HAVE HEARD ABOUT.

The eye of the Press photographer—in other words, the lens of his camera—is omniscient. So, you Reader whom We Have Heard About, be not surprised one day to find yourself looking at yourself on this page, although you knew not that our Argus eye had singled you out.



Sir John Esplen, K.B.E., late Architect to the Ministry of Shipping, finds a car indispensable in his work.



Lady Minto makes friends with little Jean Douglas, the daughter of the Factor of the Minto estate.



The Lenglen Leap. Action that is charmingly graceful to the eye is often quite the reverse when arrested by the rapidly-moving shutter of the camera.

IMPROVEMENTS AT HURLINGHAM.

THE COMING POLO SEASON.

By "Vedette."

All round improvements have been made at Hurlingham, and especially is this the case so far as the motoring visitor is concerned. Approaches, entrances and exits are more adequate, and facilities provided for parking cars in the Club grounds. "Vedette" here discusses the possibilities of the International Tournament.

A VERY great deal has been written about the coming International Polo contest v. America and a great deal has been said. In the former case a good deal of valuable ink has been wasted; in the latter a good deal of valuable breath! There has been a flood of criticism of Hurlingham, and there has equally been a flood of quite incomprehensible press "boosting" of certain players, which those of us who may have a polo experience of about a quarter of a century find it somewhat difficult to understand. There has also been evidence of a quite considerable under-current of personal feeling which one rather hoped after our experience of 1914 would not again manifest itself. Now, firstly, as regards this criticism of Hurlingham and the charge of profiteering which has been preferred, one has only too good reason to know that it has been inspired by a certain section of Anglophobes in America and in this country for purely political purposes. The critics got on to their target early with a barrage of "gas" shell, and opened fire with a statement only because Meadowbrook charged \$2.50 for the lowest-priced seat in 1914, an attempt by Hurlingham to charge £5 per lowest-priced seat per day was a most iniquitous attempt at profiteering at the expense of the American visitor—and incidentally the hard-up British polo enthusiast. This, of course, was a bit misleading, to put it very mildly. The O.P. Officer had not given the batteries correct information. The truth was that the minimum charge at Hurlingham was £5 for the series, and not for each match, i.e., if there were two matches your seat cost you £2 10s. per day; if three, £1 13s. 4d. per day, and the higher rates of £10, £15, £20 and £25 proportionately. No mention whatever was made of some very essential facts, amongst which was the one that in 1914, in America, labour per unit cost less



An incident at Hurlingham.

than it did then in Great Britain, and another of which was that to-day labour per unit is still probably a fraction, at any rate, cheaper in the States than it is here. No mention was made of the fact that the seating capacity at Meadowbrook was certainly four times, probably nearer five times that of Hurlingham, and that at Meadowbrook they had a ground of regulation size, 300 yards long by 160 yards wide, which we had not until last season at Hurlingham. Everything was stated against the Club, very little in its favour. I hope and I believe that, thanks to the more fair-minded section of the British polo Press, this mis-statement has been effectively scotched. The sporting section of America and the better class of the American colony in London now fully understand the situation, and see that with a certain expenditure of £50,000 and possibly a good deal more, the "profiteering" charge levelled at Hurlingham is

entirely without any foundation in fact. Personally, I shall be agreeably surprised if the Club covers cost of outlay. At the moment I do not think that it can.

So much for point number one. Now in connection with the outlay on improvements at Hurlingham, there is some news which will be of particular interest to motor-owners, and that is the increased facilities for getting into and out of the grounds. Anyone who has been to the Club upon previous occasions will recollect that the approaches and entrances were not entirely adequate to the needs of the crowds that went there. There was one turnstile on the Putney Bridge District Railway Station side; now there will be at least one extra gate. Now, instead of only two entrance gates for motors, there will be six at least and facilities for parking most of the cars in the club grounds. The seating accommodation, which will provide for 10,000 people, will be comfortable in all classes, and as the stands only run down the two sides of the ground and are not all round it, as they were at Meadowbrook in 1914, the thrifty person who does not want to expend more than his £5 on his seat for the series, will have quite as good a view in all probability as he could wish. A polo ground after all is only 300 yards long and 160 yards wide, so that although a seat in the centre of the stands will, of course, be a better one, the less expensive seats will not be, so to speak, off the map.

It may be a bit early to say anything very definite about either our own team or our opponents'. Only one thing is really certain, and it is this, that the battle will be fought at very high speed. This no doubt will make a peculiar appeal to the man who lives his existence at 60 m.p.h. or more (that is when the police "trap" is not looking). But this being so, it follows that if we are to hope for success we must have a

A HIGH-SPEED BATTLE PROBABLE.

high-speed team. Is the combination with which it is at present proposed we should take the field an ideal one for such an encounter? I venture to think not; because it is proposed that we should play one very heavy man in the attacking line—Lord Dalmeny. In the latter half of the trial games we had last season, Lord Dalmeny proved himself exactly what we, whose business it is to follow the polo form, expected that he would do—namely a wonderful man to hit when he got to the ball—for no one has a better eye for any ball game than he—but a doubtful proposition in a really great galloping game. Now as to this, I admit I am bound to say that it is more or less surmise, because we had no really fast game last season, and this was so for the reason that anything that was done was merely tentative and not under what I will call active service conditions. To begin with, in none of these games were the teams on ponies that were absolutely first-class tournament form. As to this, no doubt there will be two or three opinions, but I shall stick to my guns and say that with the exception of perhaps one game, these "trials" were not of very much use to us, because they were not played at really high speed.

In 1913 we were under-ponied and out-paced and we did not then fully understand the American tactics. I do not think that it can be said that we were in any wise inferior to our adversaries man for man, and in fact the score proved that we were not; but we had not then quite assimilated the American methods of attack. In 1914 we showed conclusively that we had done so. I do not think that our 1914 team was any better than our 1913 one, unit for unit, but where it was better was that it adapted itself more readily to the tactics of the enemy. It did exactly what the enemy did in 1913, that is to say, it went away with a "screech" and forced the pace from the moment the ball was thrown in. We gave them a taste of their own medicine; we did not wait to be attacked, relying upon our extremely strong back division (Barrett and Lockett) to stop their rushes; we carried the war into the enemy's own country and we fairly took them off their legs. This is what we have got to do again, and if we are to do it successfully we have got to have a galloping team. It is certain that the "enemy" will attempt to rush



When speed is vital.

us from the throw in; that their high speed forwards, Louis Stoddard and young Tom Hitchcock, will have orders to get off the mark at once and develop an attack with a double dose of American "pep" in it. It is equally certain that with a back like Dev. Milburn behind them and playing as close up to the game as he does, and with a good No. 3 like young Watson Webb, or Rumsey, we shall have to have people who are



Polo, although a fine game, is often also something of an occasion.

capable of catching him. As I visualise the American attack, that is what is going to happen; their fast forwards will set a blazing pace in order to make openings for Milburn, who, as we know, is quite fond of breaking away on a raid of his own when he gets any sort of chance and leaving No. 3 to keep shop for him. Now if we are to defeat this sort of thing we must have a team capable of going upsides with their fastest, and I believe, rightly or wrongly, that we cannot afford to have a 14 st. man in our line of attack, because he will be giving away anything between 2 st. 7 lb. and 3 st. to both the American forwards and certainly 2 st. to Dev. Milburn. It is no certainty that we shall not find ourselves inferior in pony power, and it is for this reason, principally, that we ought to see to it that we have not a pound more than we can help on any of our ponies' backs. At present I think what is wrong with our team is that we have got two backs and no No. 3 and that we have not got the right No. 2. There is not much to choose between Lord Wodehouse and Major Lockett as backs; in fact when the colours are not up, Lord Wodehouse is better than "Vivian," but on the other hand he has not the knowledge of the veteran. If I were picking our team I should keep Vivian Lockett back, put Rattle Barrett in "3," try Williams (of the Central India Horse) "2" alternately with Hurndall and keep Lt.-Col. "Mouse" Tomkinson No. 1. In the third trial game last season, they played Major Hurndall "2" behind "Mouse" Tomkinson, with Lord Wodehouse "3" and Vivian Lockett back. I think that was a very good team, but I should like to see a team out with Rattle Barrett substituted for Lord Wodehouse, and I am persuaded that it would show us that it was the best combination we have yet had. Major Hurndall is far quicker than Lord Dalmeny, and, following up my theory that high speed is the thing at which we must aim, I select him in preference. I do not think that Major Barrett is in his place at "2," but I regard him as absolutely invaluable in the back division in combination with Major Lockett. However, for the present one must leave it. These are but the ideas of an individual who may or may not have weighed the situation up correctly, but who believes that he has made out a strong case for re-casting our team on the lines he has indicated.

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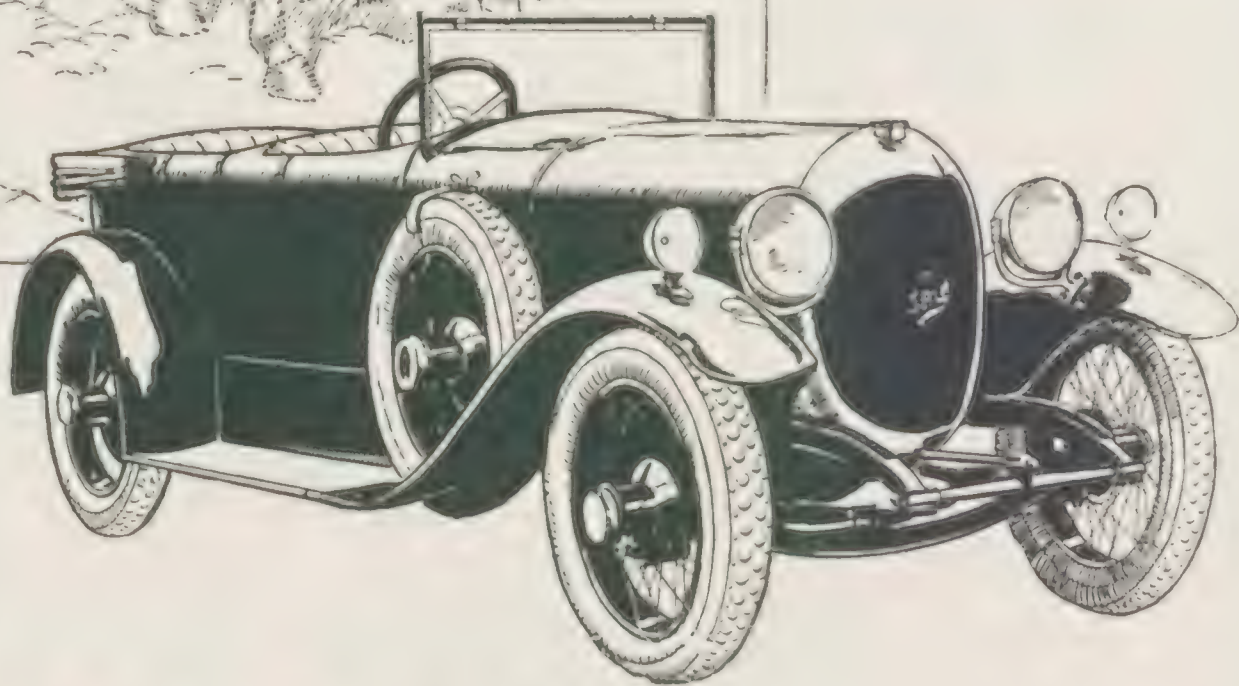
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IF in considering the new Vauxhall prices you bear in mind the exceptional quality and performance-capacity of the Vauxhall, and the three years' guarantee and free inspection service, you will realise what outstanding value is now offered. It is an opportunity to buy economically a best-class car.

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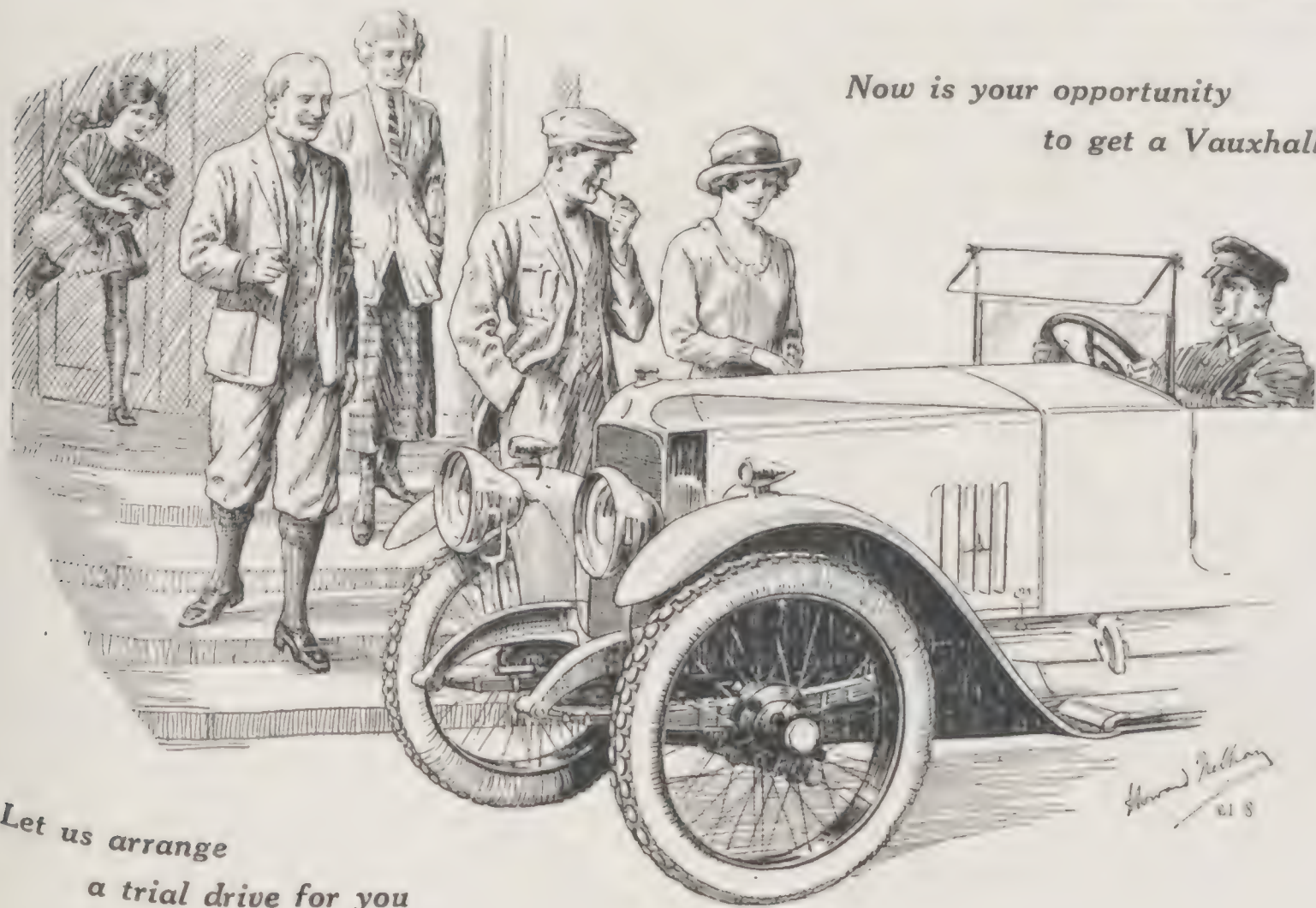
For general purposes, the 25 h.p. Vauxhall—either as an open car or with a roomy and comfortable closed body. It is delightful to handle, and can be driven the whole day long without causing fatigue. The running expenses are particularly low, as is shown by reports received from owners.

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“Insurance”

MR. EDMUND GORMLY, J.P., General Manager of the United Motor and General Insurance Co., Ltd.

A VICTIM IS SACRIFICED AT OUR ALTAR EACH MONTH!

THIS MONTH'S CARTOON.

Mr. Edmund Gormly, J.P., General Manager of the United Motor and General Insurance Co., Ltd.

TWELVE hours daily of concentrated mental work carries an oddly peculiar distinctiveness in these days when nearly the whole world appears to be at the "stand easy." Yet the round of the clock represents the office life of the subject of this month's MOTOR-OWNER cartoon—Mr. Edmund Gormly, who has fashioned for himself no small position in the motor industry.

A highly trained mechanical engineer, Mr. Gormly naturally gravitated to the motor world, throwing in his lot with it in 1904. Perceiving the possibilities the then newly established enterprise possessed, Mr. Gormly thought it worthy of the whole of his attention, his considered opinion being, as it still is, that the automobile industry is fated to become one of the greatest forces in the world.

Arising out of the purely technical side of motoring, a want began to make itself felt. As self-propelled vehicles became numerous they, as is the case in so many other activities in life, were liable to accidents. And accidents are expensive—particularly where a jaundiced eye imagines a motorist has a highly elastic pocket.

So evident a need was promptly appreciated by Mr. Gormly, and we find him devoting much of his time and ability to a department of ever-increasing importance. For example, he joined the well-known Ocean Insurance Company something like a dozen years ago, an experience he found both profitable and pleasant, and prolific of kindly reminiscence.

In work of this sort the happy combination of mechanical knowledge and that relating to actuarial laws such as the subject of our sketch possesses has

proved of great value to the motoring public. How far it does so is not for us to state at the moment, but a knowledge, even slight, of the programme of our reputable insurance houses reveals a welcome provision for motor dealer, owner or user.

Three years ago Mr. Gormly associated himself with the Liverpool Marine and General Insurance Company, of which he was the general accident manager. A little later he held a controlling position with the United Motor and General Insurance

Co., Ltd., thus having to his credit the unique achievement of holding a leading position in two Tariff Companies at the same time.

With his fingers on the pulse of the market Mr. Gormly divined a yet further need, which led to the foundation of the United Motor Finance Corporation, Ltd., of which the object is to establish an easy payment system. By this a client who may be unwilling to purchase outright a motor vehicle, of any kind, can have three-quarters of its price spread over a year. That is the scheme in the main, and extremely welcome has it proved, as it should, seeing that its aim is to give further service to its six thousand agents and traders, at a maximum cost of a 9 per cent. addition to the purchaser.

In addition to being general manager of the United Motor and General Insurance Co., Mr. Gormly has until recently been chairman of the Hoylake and West Kirby Council.

Asked as to his hobbies, Mr. Gormly admitted that he had none, save work. But over that he is exceptionally enthusiastic, meriting undoubtedly his well-known appellation—"the Man Who Cannot Rest." And with that tireless energy is a rosy optimism that looks beyond the troubles of the moment to a future where the motor industry, shorn of its more unstable elements, will vindicate its advocate's faith.

In conclusion, the work that Mr. Gormly has done as a Justice of the Peace for Cheshire should not be overlooked, and though he has had to relinquish that position with his removal to London his memory will not quickly be forgotten in his old habitat.



Mr. Edmund Gormly, J.P.

Daimler



THE NEW LICHFIELD

"a Notable Advance in Modern Coachwork

THE discriminating motor owner in search of a car which is suitable for all conditions will find the new "Lichfield" carriage, which has just been produced by the Daimler Co., of Coventry, hard to beat on the score of elegance, comfort and cost. . .

Wide Windows a Feature

Another point of interest is the very small amount of space given to the folding back of the car. The advantages of this arrangement are (1) that with the back down there is absolutely no draught on the passengers in the back seats. (2) That despite the small space devoted to the collapsible back an excellent all-round view is obtained, and (3) a short back allows of extremely wide windowing for the rest of the body. The rear portion is made of leather and is attached to the main roof by two external clips. The back can be raised or lowered by one man if he stands centrally behind the car.

Two wide doors are fitted, one giving access to the driver's seat and the other to the front and back seats. Both front seats slide and are adjustable fore and aft. In addition, the near front seat hinges forward so as to give access to the back of the car, it being only necessary to tilt the seat an inch or two

to bring a spring into action which raises it to the full extent and gives maximum room for entering the back.

Detail Refinements

Frameless windows are fitted all round; all semblance of drumming of the windows or roof have been overcome by thoughtful design. The rear squabs are deep and comfortable, and the rear seat is so wide that at a pinch three people could sit abreast.

There are a number of refinements on the body which do not become apparent at first sight, an example of this being a tiny rain gutter, which is fitted into the joint between the fixed and movable parts of the roof. Again, by spindling out the woodwork which composes the frame of the body lightness in construction has been obtained to a marked extent, with the accompanying saving in petrol and tyres.

A short run on the road on the Light Thirty "Lichfield" was enough to demonstrate the comfort, silence, and speed of this combination, which at £1,450 complete represents extraordinary good value in a high-class motor-carriage."

—"The Motor," March 30th, 1921

The DAIMLER COMPANY L^{TD}. COVENTRY

LONDON SHOWROOMS: 27 PALL MALL, S.W.1

KEYING-UP AUTOMOBILE REFINEMENT.

OUR ACID TEST.

The New Humber "Ten."

Quite a number of alterations, some important and some minor, have been made in the 10 h.p. Humber car. The engine is a trifle more powerful, but the net result is that the vehicle is materially more refined than the model it replaces—which is high praise, since the old "Ten" was a very desirable little car.

NEW and improved "models often leave much of the improvement to the imagination, but in the case of the new 10 h.p. Humber one can see at a glance and feel in a moment that it is materially better than the model which it displaces.

The principal points of difference are an increase of 3 mm. in the bore, to 68 mm., the use of aluminium "slipper" pistons, silent timing chains, and silently-operating roller valve tappets, and an increase in the valve area. There are also several minor alterations. Notably, the radiator has a greater cooling surface and an improved appearance; the carburetter is a Cox "Atmos"; the mudguards are similar to those on the 15.9 h.p. Humber, while the streamlined side-lamps are fitted on the front wing-tips.

The sum total of these and other less important changes is that the new Humber Ten is a most impressive car, capable of seating and propelling five people anywhere in comfort. Bad points needing elimination there were none in the old model, so that all one can say is that its good points are emphasised in the new car. Perhaps the old engine was a trifle under-powered with a full load, although not very noticeably so, but the slight increase in the bore has removed even that possible source of complaint.

The main effect, so far as we could judge—since an interval of a few weeks separated our trials of the two cars—is that the new model is a gear higher than the old. That is to say, hills on which one had to change to third can now be taken on top; hills formerly requiring second speed are now climbable on third, and so on.

The improvement is apparent in traffic also, and to all intents and purposes the new model can be regarded as a top gear car. This is largely due to the improved acceleration, but we should say that to obtain the full advantage a study of the Atmos carburetter and its operation is essential.

The delicacy of touch required on the accelerator pedal is more or less reflected throughout the car. The single-unit Lucas starting and lighting set—amply powerful, be it said—starts the engine almost silently and without that jarring to which we have become accustomed. The clutch and

brake pedals can be depressed with the little finger, and steering also is a matter for the finger and thumb.

The new car certainly is more powerful and maybe a little faster, but it is not in this alone that the real improvement lies. It lies more in a general keying-up of refinement. Every operation, either automatically performed by the mechanism or to be initiated by the driver, is quiet and easy; noise and effort

have been banished. We should not like to say what the maximum speed of the car may be, except that it is probably in the neighbourhood of 50, as the petrol consumption is in the neighbourhood of 26; but an average speed of 30 miles an hour should be easy of accomplishment over a normal British road. The car is at its best in the region of that figure; the engine runs with ideal smoothness and silence, and there is always the consciousness that power lies in reserve for the taking.

Although for a car of so pronounced a family type, seating five reasonably average adults in comfort, the engine is still on the small side, this is never for one moment apparent. A portion of our test, some thirty miles, was accomplished with six passengers on board, and if anything the car ran even better than when the number was only four. The new Humber, although still described as a "ten," is really in the 11.9 h.p. class, and even there she is of outstanding merit.



The new Humber Ten is a most impressive car.



Wheel-changing tools are kept under the bonnet, so that the passengers may not need to be disturbed in case of tyre trouble. Note the jack, jack-handle and wheel-brace, accessible and safe from rattling.

CHOOSE YOUR ROADS AND SAVE YOUR SPRINGS.

THE ROADS IN MAY.

In a monthly journal it is not always possible to be absolutely up to date with road information. The information given below, however, is supplied by the Roads Department of the Automobile Association, and is not only authentic but, being in some cases anticipatory, may be taken generally as indicating local conditions on the first of the month.



CASSIO Bridge, Rickmansworth, is being reconstructed; temporary bridge for vehicles under 2 tons is in use. St. Albans road, Watford, is blocked from Watford Point to Park Avenue; road traffic for Rickmansworth should proceed *via* Upton and Whippendale roads.

Rollers are at work on the Brighton road at Reigate, Lowfield Heath and Muddleswood.

Experimental repairs are in hand between St. Albans and Redbourne, half width of road only being available, whilst full width repairs are being carried out between Hockliffe and Woburn.

Rollers are at work on the Eastbourne road between Maresfield and Uckfield and full-width tarmac is being laid at Caterham.

Folkestone road generally good, whilst roads in vicinity of Canterbury are in poor condition.

Caution is advised at Buckden and from Wyboston to Eaton Socon on the Great North road; full-width retmetalling 1 mile south of Stilton.

Retmetalling is in progress at Nutfield on the Redhill-Maidstone road.

Caution advised between Kingston-Esher and Ripley-Guildford on the Portsmouth road, which is in good condition.

Tarring is in progress at intervals between London and Basingstoke.

Special care is necessary through the New Forest owing to straying cattle. The bad stretch of road at Chandlersford can be avoided by turning right at Winchester for Hursley, Romsey and Cadnam.

The general condition of roads in the Southend district is poor, but repairs are in hand at Wickford, Prittlewell and Thundersley.

Work of reconstruction is in hand at Tilney All Saints and from St. Johns to Walpole on the Lynn-Wisbech road.

Tarmac is being laid between Cound and Cross Houses on the Shrewsbury-Bridgnorth road.

The Newtown-Kerry-Clun road is very bad and should be avoided.

Repairs are still in hand between Malvern Link and Great Malvern on the Worcester road.

Witherley Bridge on the Watling Street (1 mile east of Atherstone) is closed to traffic; alternative, *via* Woodford Lane and Mancetter.

THE MOTOR-OWNER LIGHTING-UP TABLE.

Lighting-up time, before the war one hour after sunset and now thirty minutes earlier, is 8.50 p.m. in London on May 1st and 9.34 p.m. on June 1st. Variations in other parts of the country on those dates are given below.

BRISTOL	..	..	9.00	9.44	EXETER	..	..	9.01	9.42	MANCHESTER	..	9.06	0.55
BIRMINGHAM	..	..	9.00	9.47	FALMOUTH	..	..	9.06	9.47	NEWCASTLE	..	9.08	10.00
CARLISLE	..	..	9.14	10.06	GLASGOW	..	..	9.23	10.17	NORWICH	..	8.48	0.35
CARNARVON	..	..	9.12	10.00	INVERNESS	..	..	9.29	10.29	OXFORD	..	8.57	0.42
DERBY	9.01	9.49	JOHN O' GROATS	9.29	10.32	PLYMOUTH	..	9.04	0.45
EDINBURGH	9.19	10.13	LEEDS	9.03	9.52	PORTSMOUTH	..	8.52	0.35



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Overland efficiency induces the contented frame of mind that makes touring real pleasure.

Light in weight, luxuriously sprung, fitted with an ultra efficient engine, no better choice can possibly be made.

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at least expense

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1911



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8 h.p. 2-Seater Light Car, Price £350

OVER 40 MILES PER GALLON

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MOTOR. Two-cyl., Horizontally opposed, Water-cooled, Magneto, Zenith carburetter, Forced lubrication.

GEARS. Gate change, 3 speeds and rev., Ball bearings.

WHEELS. Detachable, Tyres 700 x 80. Complete with Lucas Magdyno lighting set, Spare wheel and tyre, and full kit.

BRAKES. Ferodo-lined foot, External band on drum at rear of gear box, Hand external on wheels.

REAR AXLE. Bevel drive differential, ball bearing.

CLUTCH. Adjustable cone, covering indestructible by heat.
Weight under 8½ cwt.

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THE CYCLE-CAR IS COMING INTO ITS OWN.

OUR ACID TEST.

The 8 h.p. G.N.

The cycle-car is a source of amusement to some people ; they refuse to recognise it as a possible vehicle. But it is not wise to despise that which one does not understand, and a run on a typical cycle-car such as the G.N. brings to light astonishing capabilities in the way of speed, comfort and economy.

THOSE who have studied Capt. Frazer Nash's performances at Brooklands will have no difficulty in believing our statement that the G.N. is a truly wonderful little car. We will confess right away that we approached a recent trial of the car more or less in anticipation of amusement rather than enjoyment ; and, from that point of view we were disappointed—and enlightened.

The G.N., in spite of its motor-cycle type of twin-cylinder, air-cooled engine and its unconventional gears, is a thoroughly practical two-seated car giving a measure of comfort both to driver and passenger that is out of all proportion to the low price. While it is primarily possessed of sporting characteristics, it is, nevertheless, perfectly satisfactory when used for such prosaic purposes as town shopping. Its narrowness and "nippiness" make it a pleasure to handle in traffic, and in our experience it simply refuses to over heat.

To our knowledge this particular car

—which we should imagine was in need of decarbonisation—was capable of a speed of 56 miles an hour on roads where a higher pace would have been unsafe, and then it was far from being "all out." In hill climbing the car was peculiarly satisfactory to drive, firstly by reason of its light weight and general capability, and secondly, on a really steep hill, by reason of the facility with which a change of gear, either up or down, could be accomplished.

The gears, seemingly, are fool proof ; or at least no special skill is required to effect a change, and the only item, although an important one, in the control of the car which calls for any particular caution is the steering. After half-an-hour's driving even this becomes second nature, but for anyone used to the steering of most other cars the more direct G.N. system is a trifle embarrassing. It is very light, but very sensitive, and we should certainly counsel anyone occupying the driving seat of a G.N. for the first time to

"gang warily" until he has become accustomed to the difference.

This, as we have said, is simply a matter of use, and after a very short run one feels perfectly at home in the little vehicle—little, but capable of "making rings round" many a larger car.

A point in connection with a low-priced car which is of considerable importance is its fuel consumption, and when we say that without taking any particular pains to secure economy we averaged more than 50 miles to the gallon over several hundred miles, it will be seen that the G.N. is as satisfactory in this respect as in others.

It seems to be accepted that the day of the small car is here ; and certainly, from the point of view of those who have to study economy—the majority of us, in fact !—such a car as the G.N. will give very much better service than the motor-cycle and side car—at best a compromise—while costing little, if any, more either in purchase price or upkeep.

You can say "Good-bye" to almost anything on the road with a G.N.



THE ONLOOKER SEES MOST OF THE GAME.

MY LOG BOOK.

By *Hermes.*

Position of the Society of Motor Manufacturers and Traders with respect to road events. Outline of various new and promising small cars and of the B.A.R.C. Whitsuntide Meeting. Warnings and advice from the R.A.C. and the A.A. Developments in the Midlands. The Prince of Wales and the Dunlop Book.

THE A.A. has arranged for pilots to conduct members requiring such assistance across London. A moderate charge is made.

LAGONDA cars, with full and good equipment, are substantially reduced in price, and at £420 complete merit due consideration.

THE Brooklands A.R.C. have issued a very promising programme for the Whitsuntide Meeting, held on the 16th inst. There are ten races for cars and one for cycle-cars.

THERE is considerable humour in the fact that it was left for a citizen to extinguish a burning London Fire Brigade engine recently. Aided by a Pyrene, he vanquished the flames with consummate ease.

MESSRS. Goodwins' Motor Agency, formerly of John Bright Street, Birmingham, have moved to larger premises at the corner of Edmund Street and Easy Row. The firm are agents for several prominent cars, and concentrate, also, on a popular system of service.

SINCE the assassination of Señor Dato, the late Spanish Prime Minister, no motor-cars are allowed to leave Madrid without permits covering both vehicles and occupants. The R.A.C. also warns motorists that the "Guardia Civil" are given to stopping cars and demanding passports and other documents.

A VERY distinctive car can be seen at the British Motor Cab Co.'s premises, Grosvenor Road, in the latest Noma. A short test I made recently impressed me greatly—the car has numerous attractive features and follows the best design. Trial runs can be arranged upon application to E. J. Rossiter, Ltd., 60, Chandos Street, Strand, W.C.2. Its price is now: four-seater, £995; two-seater, £945.

H.R.H. THE PRINCE OF WALES has expressed his appreciation of the *Dunlop Book*, the very excellent guide to the British Isles issued by the famous firm whose name it bears.

A HAPPY development in the Wolseley policy is given by the new Wolseley-Stellite, of 10 h.p. The chassis is the same as the existing Wolseley "Ten," but has no self-starter or lighting system; the price is consequently lower.



The Liberty Bell illustrated is not only as novel and decorative as it is effective, but has the further advantage, as compared with other warning signals, that very much less electric current is required to operate it. The tone of the bell is musical but arresting; nine different models, suitable for various types of cars, are made, and prices range from £3 3s. upwards.

FOR £750 one can obtain the 16 h.p. four-cylinder Talbot-Darracq, a car which has recently received an unusual number of commendations.

A DROP in price has taken place in Warren-Lambert cars, that of the 10 h.p. two-seater being now £385, other models being reduced proportionately.

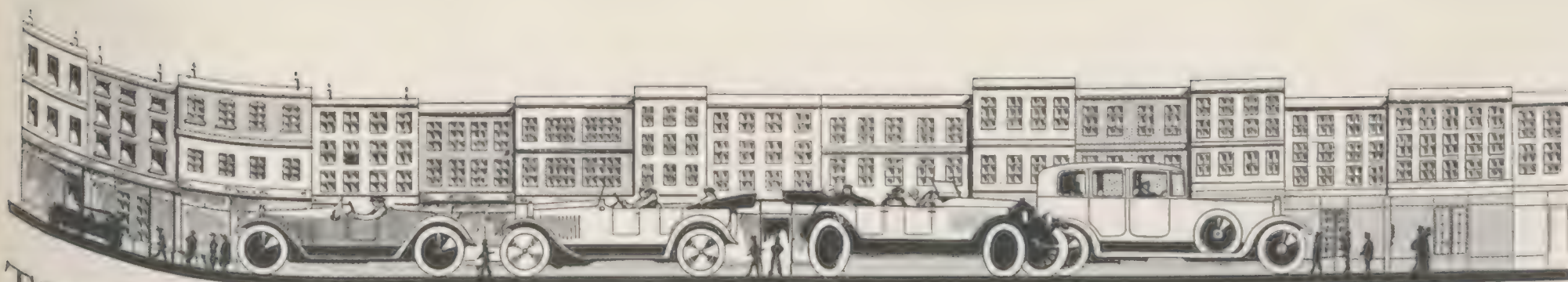
THE fact that one can now obtain the Citroën coupé in English style with folding hood, at £495 complete is announced by Messrs. Gaston, Ltd., 212, Great Portland Street, W.1.

A VERY promising small car, the Austin "Ten," fashioned on lines similar to the well-known 20 h.p. of the same make, is about to appear. The price will be moderate.

THE recent drop in price has had the effect of immensely increasing the sales of Morris-Oxford and Morris-Cowley cars, the output being now in the neighbourhood of a hundred per week.

A SMALL car with decided appeal is the "Little Greg," the latest Gregoire model, and weighing only 7 cwt. Fifty m.p.g., four cylinder monobloc, and the usual up-to-date features are included.

MESSRS. W. H. ARNOLD & CO., of 109, Baker Street, W.1, whose advertisement for Ruston-Hornsby cars, for which they are London agents, appeared in our April number, advised us too late for alteration in that issue of very substantial reductions in the prices of Ruston-Hornsby models. They are as follows:—16-20 h.p. Ruston-Hornsby Touring Model, complete, £585; 20 h.p. Ruston-Hornsby Touring Model, complete, £650; 20 h.p. Ruston-Hornsby, with Arnold "Eclipse" All-weather body, £1,050; 20 h.p. Ruston-Hornsby, with Arnold "Mayfair" Saloon body, £1,100.



THE · MOTOR · MARKETS · OF · THE · WORLD GREAT · PORTLAND · STREET

THE Motor Market of the World seems a somewhat ambitious description to apply to Great Portland Street, or to London as a whole, but in the main it is accurate. The fact may be regarded as an achievement: an achievement of which the British nation should be proud. The history of motoring has been told too many times, and covers, besides, too short a period to need re-telling; but consider that less than three decades ago the British motor industry was nonexistent. Progress at home, once the germ had developed, was legally discouraged, and France, Germany and America were making motor-cars which ran while we still stood on the curb when one of those strange contraptions passed us in the street. And then, suddenly, the British motor industry was born, and cars became a commonplace sight. Rude urchins had occasion to shout: "Git a 'orse!" for a while, but Great Britain, with a rapidity only counterbalanced by her slowness in starting, forged ahead until one had some cause for saying that the best car was the

British car. That was not true then, and it is not true now, for there is no such thing as a "best" car. There may be best types of cars for a variety of given purposes, and Britain has a selection of cars of each of those types which has nothing to fear in a comparison with the corresponding types of other nations.

So remarkably did our industry make up for lost time in the early days that perhaps our cars obtained a reputation beyond their actual intrinsic merits—thus, incidentally, evidencing the value of publicity! Paris naturally held the proud position of Motor Market of the World while the British infant was developing, but it is long since that glory has departed. At one time the enthusiast would journey to Paris to select his new car, just as the smart Parisian might visit his London tailor, but it is now many years since such necessity existed.

One can obtain in London one makes the statement boldly—any car for any purpose, of any nationality and at any price. Moreover, one can obtain that car

after having inspected a variety of other similar but, maybe, less suitable vehicles without journeying above a mile.

The motor-car trade, unlike most other trades—although it is a usual and admirable custom of the East—has exhibited a striking gregariousness from the first. The principal motor-manufacturing district has been, is, and will be, the Midlands; that, with a few exceptions, is where motor-cars are made. So with the retail branch of the industry. The principal selling district is Great Portland Street. There, with no exceptions, any car in existence may be obtained. Consequently, it is the Motor Market of the World.

By this one does not imply that the New Yorker comes to London to buy his new sedan—that would be unreasonable. But he gravitates to London fairly regularly; he does not usually bring a car with him, for plenty of good reasons, and, like a good many more of us, he has almost forgotten how to walk. So he tells a taximan: "Great Portland Street," and returns to his hotel in his own car—maybe, of American make.

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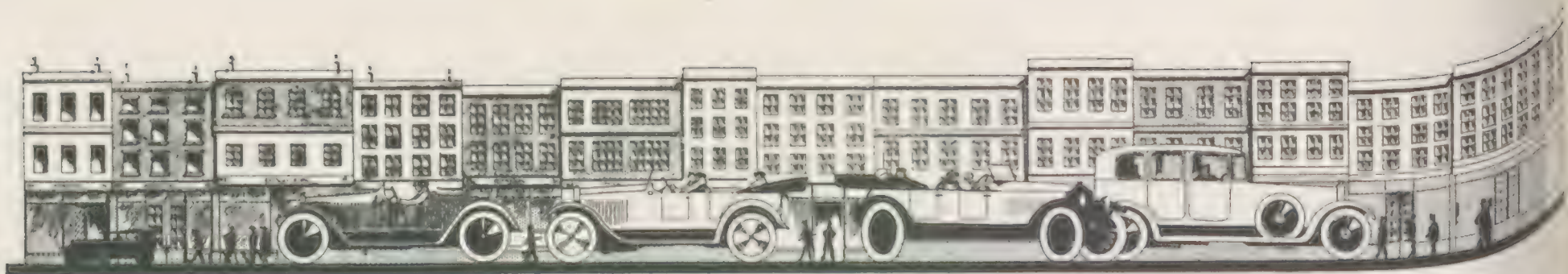
BUTTEROSI
10 h.p. Light Tourer

INSURE YOUR CAR

with the

**United Motor & General
Insurance Company, Ltd.**

See Page 3 of Cover.



GREAT · PORTLAND · STREET

The story of the motor-car as it affects Great Britain, were it properly told, is not without romance, and the story of Great Portland Street is the story of a—coincidence, unanimous change of mind, accident—what shall one call it?

Originally, if you wanted a car you went to Long Acre—you probably had obtained your carriages there for years—strolled down one side of the street and up the other, and made your selection. When that car had been used and sold, and you thought to replace it with a new one of the same make, you were told that the company had moved to Great Portland Street. Showroom after showroom faded from the one place and reblossomed in the other; nobody ever seemed to know when or why. In these days, although the atmosphere of petrol remains, Covent Garden seems to be making even greater inroads on Long Acre, while everything in Great Portland Street has given way to the motor.

It is, perhaps, more just to look upon London as a whole rather than upon a particular street as the world's motor market, for the London headquarters of many leading cars are not situated in Great Portland Street at all. Pall Mall has its share in addition to Long Acre; Piccadilly, and even Oxford Street, have a few; while others are scattered

as far abroad as Edmonton and Acton. But the fact remains that no matter where the car is made or where the headquarters selling organisation is situated, the would-be purchaser will find no difficulty in inspecting, trying and buying a model of any make from one of the numerous agents in Great Portland Street.

We have been thinking and writing of new cars solely up to the present, but a car that leaves Great Portland Street in its pristine brilliancy is more than likely to find its way back again once or more than once in the course of its career. The Euston Road is generally regarded as the home of the second-hand car, but many a remarkably good bargain is to be picked up in Great Portland Street also.

Usually, one imagines, the prospective purchaser, either of his own knowledge or on the advice of friends, has a very fair idea of what he wants, both as to power and price, type and make, but, should he be at all at sea, there is no better education than a stroll along both sides of the street. From the motoring point of view, the value of Great Portland Street lies in the variety of the cars there offered. It is inconceivable that a man's tastes could be so unusual—one almost wrote outrageous—that Great Portland Street should fail to satisfy them.

There is everything there, from the smallest two-seater to the most luxurious limousine in every variety of coachwork and colour, and for those who have not yet aspired to a fully-fledged, four-wheeled car there is an equally great variety in motor-cycle and side-car combinations. Two strokes, four, one cylinder or more, light or heavy—every type of two-wheeler is represented.

Great Portland Street, to put the matter in a nutshell, is a Street of Adventure for the motorist, and a street of great advantage. What direction future developments may take, it is hard to say.

The centralisation which has been a marked feature from the beginning of automobile history in this country is not likely at this late date to give way to a different policy, and Great Portland Street is the most modest estimate, a very efficient nucleus around which may be built a greater edifice. The value from every point of view of this centralisation is undoubted and admitted; the chief feature is that it has come about accidentally and through no individual effort or concentration. We will therefore venture a prophecy: It appears likely that in some time the street may lay full claim to the title Motor Market of the World.

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OUR ACID TEST.

The 10 h.p. Alvis.

The Alvis, a comparative newcomer to the light car ranks, has merits that place it well above the average. It is, moreover, a car with which skilful driving brings its own reward. Gear-changing, of which the novice usually makes a hash, is easy; knowing when, rather than how, to change is the secret.

WE were recently afforded the pleasure of a run on an Alvis light car. It was a pleasure, we repeat, and, further, a revelation. A comparative newcomer to the ranks of medium-powered cars, the Alvis, with an engine of 65 mm. bore and 110 mm. stroke, did not strike us as likely to possess virtues out of the ordinary when we first took it over for a trial run.

A cursory examination of the car proved it to be one of sturdy construction and of proved, if somewhat conventional, design, while quality of material appeared to have been a prominent consideration in its manufacture. The lines of the standard two-seater are unusual, and give the car a distinctly sporting aspect. The seating accommodation, however, is really comfortable; it is wide enough to seat three, and yet, with two, it does not convey that feeling of loneliness some-

times present with two-three seater bodies.

The driving position was exceptionally comfortable owing to the correct positioning of the controls, and after a run of 116 miles we were not conscious of fatigue. The clutch was sweet in operation, and could be slipped without a suggestion of chatter from the transmission.

Gear-changing was comparatively easy after its initial introduction to a strange driver, and we found within a few miles that by correct utilisation of the four-speed gear box the Alvis would give the proud owner of any 40 h.p. six-cylinder cause to wonder.

Although the roads were very heavy, we attained a speed of 55 miles an hour, and we can readily believe the makers' statement that over 60 miles per hour can be obtained on the standard

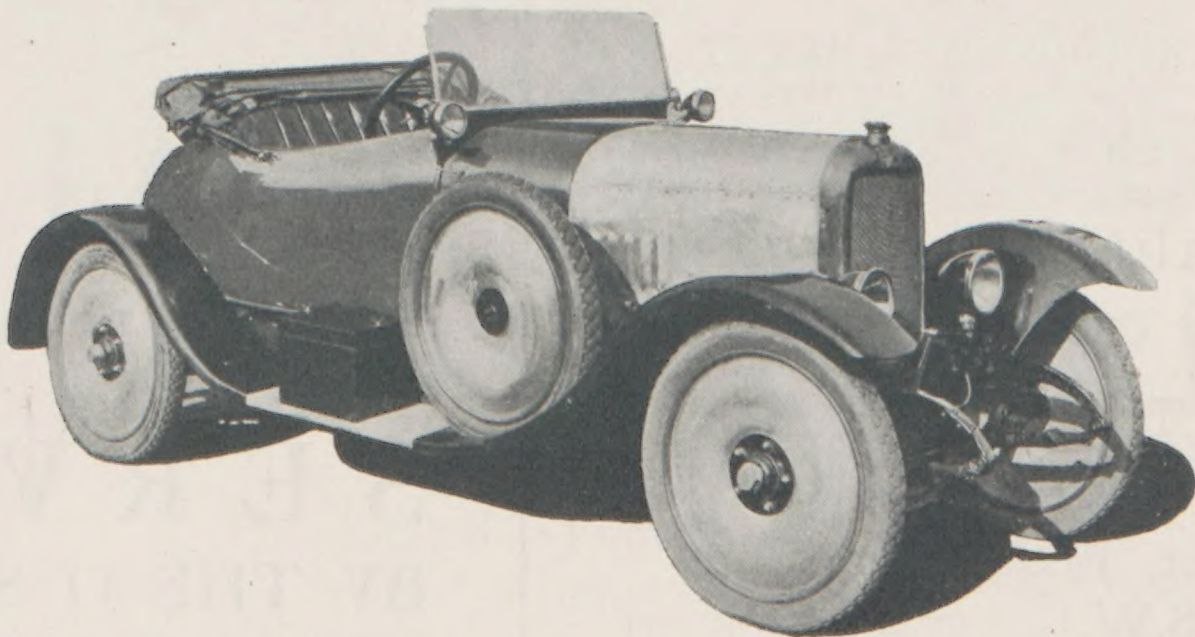
machine. We found also that the car held the road well at speed.

On moderate gradients the top gear usually suffices, but whenever we dropped to 30 miles per hour on a hill that was safe for a higher speed we "double-clutched" into third, and were rewarded by seeing the speedometer pointer creep round to the 40 mark.

This is the feature which stamps the Alvis as being a little above the average 10 h.p. two-seater. It is not in every sense a light car; it is sturdy, and comfort has not been sacrificed by the elimination of weight, and yet with such a small engine capacity it is the equal of many a 20 h.p. car.

Braking was excellent, being both powerful and smooth in operation. The foot accelerator on the car placed at our disposal, however, was far from conveniently situated, but we understand this is being modified.

The lines of the Standard Alvis two-seater are unusual.



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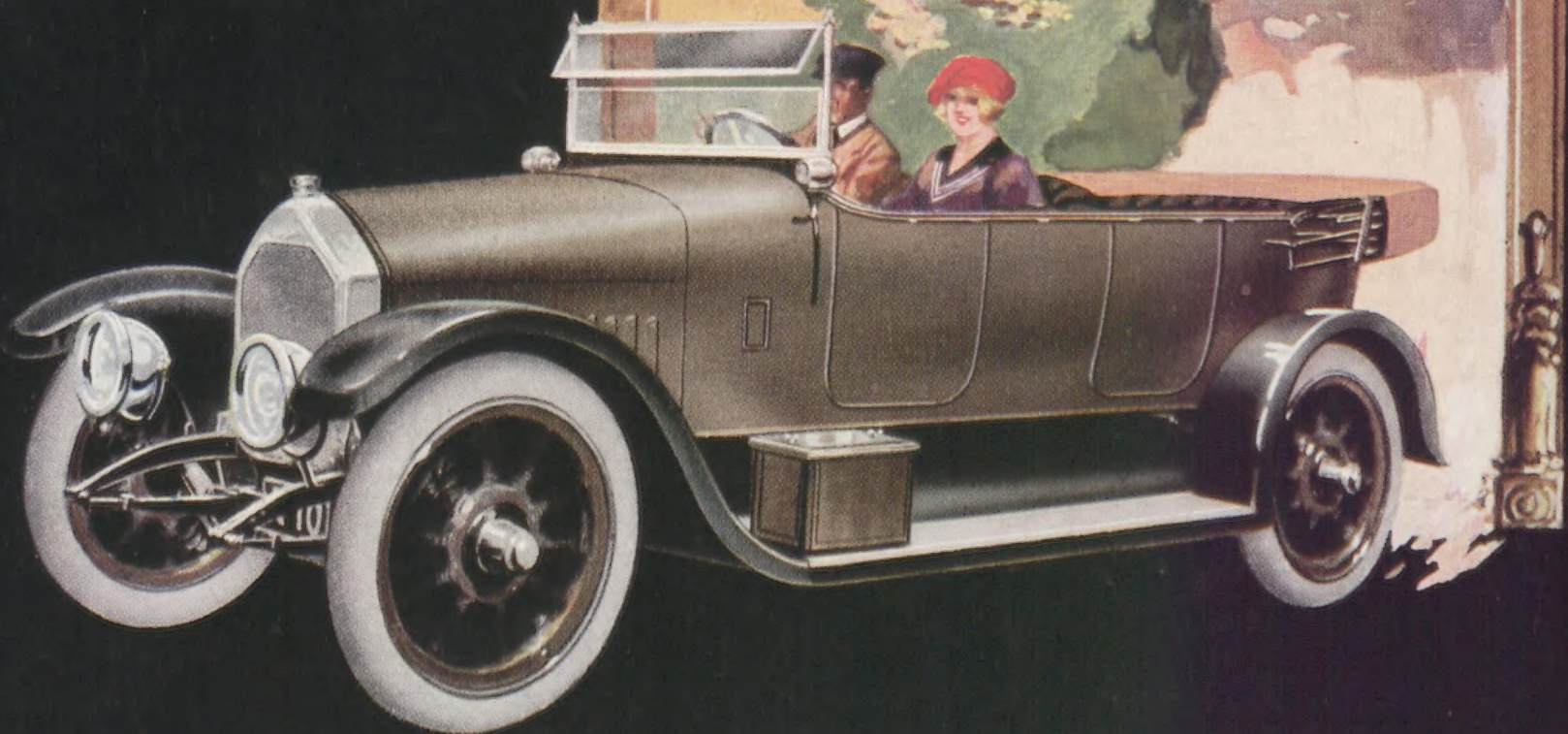
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